Appendix H

Traffic Impact Analysis and CEQA Transportation Impact Analsyis Warehouse Scenario, E-Commerce Scenario and 100% E-Commerce Scenario TIA and VMT



NAPA STREET WAREHOUSE

TRAFFIC IMPACT ANALYSIS

FEBRUARY 18, 2021

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1.0 INTRODUCTION

This report presents the methodology, findings and conclusions of the Traffic Impact Analysis (TIA) prepared for the proposed Napa Street warehouse development project. The proposed project site is located approximately 1,500 feet to the northeast of the intersection of Etiwanda Avenue and Napa Street in the City of Rancho Cucamonga. Figure 1 shows the regional location of the project.

The TIA will include two project alternatives with varying warehouse intensities. Both Alternatives 1 and 2 are further described below:

1. Alternative 1 - E-Commerce Warehouse Building: This alternative includes a 500,743 square foot E-Commerce warehouse building.
2. Alternative 2 – High-Cube Warehouse and Warehouse Buildings: This alternative will include two buildings; Building A and Building B. Building A includes 500,648 square feet of High-Cube Warehousing and Building B consists of 155,230 square feet of Warehousing.

The project does not propose or request entitlements for use of the smaller building as E-Commerce under the E-Commerce development scenario. Although the project is being entitled on a speculative basis, an E-Commerce use in a building of this size is rare. This building is designed for general warehouse use and not a High-Cube Fulfillment Center Warehouse use or E-Commerce use. E-Commerce use involves a high percentage of trip generation for passenger vehicles and requires significantly more parking in comparison to a typical warehouse. Such use is not proposed for the smaller building under the E-Commerce development scenario.

1.1 Purpose of the Traffic Study and Study Objectives

This report is intended to satisfy the requirements for a TIA established by the City of Rancho Cucamonga *Traffic Impact Analysis Guidelines* (June 2020) and the San Bernardino County Congestion Management Program (CMP), adopted November 3, 1993, and last revised in 2016. The San Bernardino County CMP is implemented by the San Bernardino County Transportation Authority (SBCTA, previously San Bernardino Associated Governments). The City has adopted vehicle LOS policies that set standards for which local agency infrastructure will strive to maintain. These policies are contained in the General Plan and apply to discretionary approvals of new land use and transportation projects. The study area, analysis scenarios, and methodologies are based on discussion with City staff and included in the scoping agreement in Appendix A.

The City guidelines require analysis of off-site intersections potentially affected by the project, which the City defines as intersections at which the project is forecast to add 50 or more peak hour trips (two-way). In addition, this reports also evaluates alternative modes of travel in the vicinity of the project.

2.0 ORGANIZATION OF REPORT

As stated previously, this TIA includes two project alternatives. Since both alternatives will have the same analysis methodology and transportation setting, this report has been divided into three parts. Part I will include the analysis methodology and transportation setting used for both Alternatives 1 and 2. Part II will include the Level of Service analysis for Alternative 1, the E-Commerce Warehouse building. Finally, Part III will include the Level of Service analysis for Alternative 2, the High-Cube Warehouse and Warehouse buildings.



Legend

Project Location

FIGURE 1

Napa Warehouse
Regional Project Location

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PART I: ANALYSIS METHODOLOGY & TRANSPORTATION SETTING

I.A ANALYSIS METHODOLOGY

3.0 ANALYSIS SCENARIOS

Based on the City Guidelines and discussion with City staff, this report analyzes traffic conditions under Alternative 1 and 2 for the following scenarios:

1. Existing Conditions.
2. Opening Year (2022) Conditions.
3. Opening Year (2022 With Project Conditions.
4. Year 2040 Without Project Conditions; and
5. Year 2040 With Project Conditions.

Consistent with City guidelines, this report analyzes weekday a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

3.1 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS

Level of service (LOS) is a measure of the quality of operational conditions within a traffic stream and is generally expressed in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. Consistent to the guidelines, the Highway Capacity Manual (HCM) procedures have been used to evaluate levels of service. This section discusses the LOS definitions, procedures, and thresholds used in this report.

3.1.1 Intersection Levels of Service

The analysis of traffic operations at intersections was conducted according to the Highway Capacity Manual 6th Edition (HCM) delay methodologies, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., November 2016). Under the HCM methodology, LOS for signalized intersections is based on the average delay experienced by vehicles traveling through an intersection, whereas for unsignalized intersections, the LOS is based on the worst approach where the minor leg has a shared lane and on the worst movement where the minor leg has dedicated turn lanes. Table A presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade. The HCM methodology also includes a platoon ratio, which describes the quality of progression associated with arrivals to a phase. The platoon ratio is designated from 0 to 2.0 with 0 describing a very poor progression and 2.0 describing an excellent progression. The Synchro software calculates the platoon ratio for approaches of a coordinated intersection based on the upstream signalized coordinated intersection within 0.6 miles.

3.1.2 Levels of Service Thresholds

The CMP standard level of service for intersections is LOS E. The Cities of Rancho Cucamonga and Ontario use LOS D as the minimum level of service standard for intersection operations. Therefore, study intersections operating at LOS E, or F are required to be mitigated to provide LOS conformity with the City's General Plan goals. Caltrans also uses LOS D as the minimum level of service standard for state facilities. study intersections operating at LOS E, or F are required to be mitigated to LOS D or better.

3.2 VOLUME DEVELOPMENT

Forecast traffic volumes at study intersections were developed based on discussion with City staff and consistent with the guidelines in the CMP. This section discusses the volume development methodology used to forecast future traffic volumes.

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Table A: Level of Service Criteria

LOS	Description of Drivers' Perception and Traffic Operation	HCM (Delay in Seconds)	
		Unsignalized	Signalized
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10	≤ 10
B	This level is assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.	> 10 and ≤ 15	> 10 and ≤ 20
C	This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 15 and ≤ 25	> 20 and ≤ 35
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	> 25 and ≤ 35	> 35 and ≤ 55
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	> 35 and ≤ 50	> 55 and ≤ 80
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 50	> 80

Source: Highway Capacity Manual 6th Edition

3.2.1 Existing Traffic Volumes

Existing traffic volumes are based on peak hour intersection turn movement counts collected in 2012, 2013, 2014, 2017, and 2020. A growth rate was applied to counts not collected in 2020 for the appropriate years (2012-2017) to achieve year 2020 traffic volumes. Volume balancing at closely spaced intersections on 4th Street and Etiwanda Avenue was also conducted to reflect a consistent flow of vehicles. Count sheets are contained in Appendix A. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle truck), were conducted at most of the intersections. Consistent to the Guidelines, PCE volumes at this intersection was computed using a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. Detailed volume development worksheets are included in Appendix B.

3.2.2 Opening Year (2022) Traffic Volumes

Opening year (2022) peak hour traffic volumes were developed by applying an annual growth rate of 2 percent per year (2020 to 2022) to the existing volumes and adding cumulative project trips at each study intersection. The cumulative projects were determined from City staff and are shown in Figure 2. Table B lists the cumulative projects included in the analysis. The cumulative projects are anticipated to generate 4,427 net a.m. peak hour trips, 5,160 net p.m. peak hour trips, and 62,703 net daily trips. Detailed volume development worksheets are included in Appendix B.

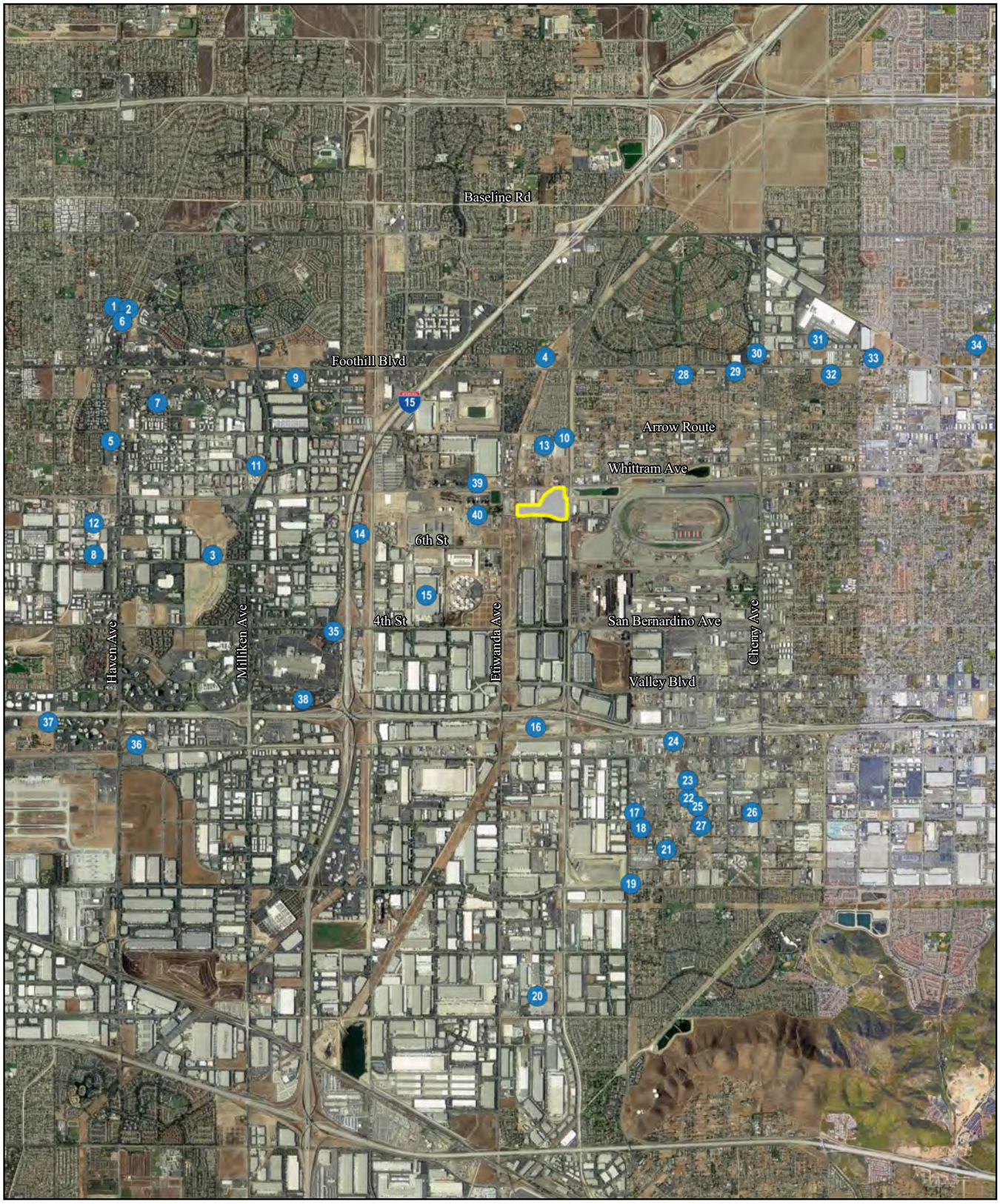
3.2.3 Year 2040 Traffic Volumes

Based on discussion with City staff, traffic volumes for year 2040 conditions were developed based on the San Bernardino Transportation Analysis Model. The base year for the traffic model is 2016 and the forecast year is 2040. The difference between the modeled 2016 and 2040 peak period directional arterial traffic volumes (for each intersection approach and departure) was identified from loaded network model plots. This difference defines the growth in traffic over the 24-year period. This incremental growth in peak period approach and departure volumes was factored to develop the incremental change in peak hour volumes. The SBTAM uses a three-hour a.m. peak period and a four-hour p.m. peak period. Southern California Association of Governments (SCAG), the regional Metropolitan Transportation Organization (MPO) has established that the a.m. peak hour comprises 38 percent of the a.m. peak period and that the p.m. peak hour comprises 28 percent of the p.m. peak period. Therefore, the incremental changes in peak period volumes were multiplied by the appropriate factor to develop incremental changes in peak hour volumes. The incremental growth in approach and departure volumes between 2016 and 2040 was factored to reflect the forecast growth between the year of the ground counts (2020) and 2040. For this purpose, linear growth between 2016 and year 2040 was assumed. Since the increment between 2020 and 2040 is 20 years of the 24-year time span, a factor of 0.83 (i.e., 20/24) was used. This forecast growth in approach and departure volumes were added to the 2020 ground counts, resulting in post-processed forecast year 2040 link volumes.

Year 2040 turn volumes were developed using existing turn volumes and the future approach and departure volumes, based on the methodologies contained in National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design (Transportation Research Board, December 1982). At some locations, forecast turning movements were forecast to be less than those under opening year 2020 conditions. This can be attributed to network improvements, planned transit, or changes in land use. Therefore, these turning movements were adjusted by applying a growth factor of five percent to opening year 2020 traffic volumes to account for an increase in traffic volumes at these locations from cumulative conditions to year 2040. Detailed volume development worksheets are included in Appendix B.

3.2.4 Existing, Opening Year (2022), and Year 2040 With Project Traffic Volumes

Traffic volumes for existing, opening year (2022), and year 2040 with project conditions under Alternatives 1 and 2 were developed by adding the trip assignment to the corresponding (i.e. existing, opening year (2022), and year 2040 without project traffic volumes.



Legend

Project Location

Cumulative Projects

FIGURE 2

Napa Warehouse
Cumulative Project Locations

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Table **B** - Cumulative Projects Trip Generation

Project Number	Application Number	Name	Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
1	DRC2018-00902	Cadence Senior Assisted Living	Assisted Senior Apartments									
			Trip Generation Rates [1]			0.09	0.05	0.14	0.06	0.10	0.16	2.4
			Trip Generation	97	DU	9	5	14	6	10	16	233
2	DRC2016-00713	The Bungalows at Terra Vista	Multi-Family Residential									
			Trip Generation Rates [2]			0.11	0.35	0.46	0.35	0.21	0.56	7.32
			Trip Generation	214	DU	23	75	98	75	45	120	1,566
3		Empire Lakes Specific Plan	Mixed Use									
			Trip Generation Rates [3]			-	-	-	-	-	-	-
			Trip Generation	Mixed Use		446	1,230	1,676	1,272	825	2,097	25,183
4	DRC2013-00642	Pacific Reserve	Multi-Family Residential									
			Trip Generation Rates [2]			0.11	0.35	0.46	0.35	0.21	0.56	7.32
			Trip Generation	71	DU	8	25	33	25	15	40	520
5	DRC2018-00889	Haven and Arrow	Mixed-Use									
			Trip Generation Rates [4]			-	-	-	-	-	-	-
			Trip Generation	-	-	232	72	304	84	202	286	2,819
6	DRC2018-00257	Premier Swim Academy	Athletic Club									
			Trip Generation Rates [5]			1.93	1.23	3.16	3.90	2.39	6.29	78.48
			Trip Generation	9.695	TSF	19	12	31	38	23	61	761
7	DRC2019-00371	8281 Utica Office	Office									
			Trip Generation Rates [6]			1.00	0.16	1.16	0.18	0.97	1.15	9.74
			Trip Generation	12.000	TSF	12	2	14	2	12	14	117
8	DRC2015-00553	6th and Center Industrial	Warehouse [7]									
			Passenger Cars	87.55	TSF	9	3	12	4	10	14	122
			Truck PCEs			3	7	10	3	10	13	82
			Total PCEs			12	10	22	7	20	27	204
9	DRC2015-01018	Foothill and Mayten Industrial	Warehouse [7]									
			Passenger Cars	171.32	TSF	18	6	24	7	19	26	238
			Truck PCEs			12	7	19	7	15	22	156
			Total PCEs			30	13	43	14	34	48	394
10	DRC2018-00946	Hickory and Arrow Industrial	Warehouse [7]									
			Passenger Cars	34.16	TSF	3	2	5	2	4	6	48
			Truck PCEs			0	7	7	0	7	7	35
			Total PCEs			3	9	12	2	11	13	83
11	DRC2019-00766	Milliken and Jersey Industrial	Warehouse [7]									
			Passenger Cars	143.01	TSF	15	5	20	6	16	22	199
			Truck PCEs			8	7	15	5	13	18	131
			Total PCEs			23	12	35	11	29	40	330
12	DRC2018-00711	7th and Center Industrial	Warehouse [7]									
			Passenger Cars	110.74	TSF	11	4	15	4	13	17	154
			Truck PCEs			6	7	13	3	10	13	101
			Total PCEs			17	11	28	7	23	30	255
13	DRC2019-00590	104,269 s.f. Industrial Building	Warehouse [7]									
			Passenger Cars	104.27	TSF	11	4	15	4	12	16	145
			Truck PCEs			6	7	13	3	10	13	98
			Total PCEs			17	11	28	7	22	29	243
14	DRC2020-00026	23,380 s.f. Warehouse	Warehouse [7]									
			Passenger Cars	23.38	TSF	3	1	4	1	3	4	33
			Truck PCEs			0	7	7	0	7	7	25
			Total PCEs			3	8	11	1	10	11	58

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Table **B** - Cumulative Projects Trip Generation

Project Number	Application Number	Name	Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
15	DRC2020-00212	Two Industrial Warehouse Buildings	Warehouse [8]									
			Passenger Cars	2200.00	TSF	84	25	109	39	98	137	1907
			Truck PCEs			133	40	173	65	151	216	2,960
			Total PCEs			217	65	282	104	249	353	4,867
16		Pacific Freeway Center	Warehouse [9]									
			Passenger Cars	-	-	44	17	62	20	40	60	602
			Truck PCEs			46	17	63	26	54	80	997
			Total PCEs			90	34	125	46	94	140	1,599
17		Storage Yard	Storage [10]									
			Passenger Cars	17.38	AC	3	4	7	14	7	21	196
			Truck PCEs			35	60	95	84	44	128	2,732
			Total PCEs			38	64	102	98	51	149	2,928
18		Tire Facility	Warehouse [7]									
			Passenger Cars	63.00	TSF	7	2	9	3	7	10	88
			Truck PCEs			3	7	10	0	10	10	60
			Total PCEs			10	9	19	3	17	20	148
19		Convenience Market with Gas Stati	Convenience Market with Gasoline Pumps									
			Trip Generation Rates [11]			20.99	20.99	41.98	24.92	24.92	49.83	633.53
			Trip Generation	2.4	TSF	50	51	101	60	60	120	1,520
			Pass-By Trips			0	0	0	0	0	0	0
			Total Net Trip Generation			50	51	101	60	60	120	1,520
20		Warehouse	Warehouse [7]									
			Passenger Cars	98.82	TSF	10	4	14	4	11	15	137
			Truck PCEs			6	7	13	3	10	13	91
			Total PCEs			16	11	27	7	21	28	228
21		Warehouse	Warehouse [7]									
			Passenger Cars	15.57	TSF	2	1	3	1	2	3	22
			Truck PCEs			0	7	7	0	7	7	18
			Total PCEs			2	8	10	1	9	10	40
22		Warehouse	Warehouse [7]									
			Passenger Cars	133.81	TSF	14	5	19	6	15	21	186
			Truck PCEs			8	7	15	5	13	18	123
			Total PCEs			22	12	34	11	28	39	309
23		Truck and Trailer Sales	Truck Sales									
			Trip Generation Rates [12]			1.37	0.50	1.87	0.97	1.46	2.43	27.84
			Trip Generation	15.000	TSF	20	8	28	15	22	37	418
24		Warehouse	Warehouse [7]									
			Passenger Cars	109.63	TSF	11	4	15	4	13	17	152
			Truck PCEs			6	7	13	3	10	13	101
			Total PCEs			17	11	28	7	23	30	253
25		Warehouse	Warehouse [7]									
			Passenger Cars	159.62	TSF	17	5	22	7	18	25	221
			Truck PCEs			11	7	18	4	15	19	146
			Total PCEs			28	12	40	11	33	44	367
26		Warehouse	Warehouse [7]									
			Passenger Cars	174.28	TSF	18	6	24	7	20	27	242
			Truck PCEs			12	7	19	7	15	22	161
			Total PCEs			30	13	43	14	35	49	403
27		Warehouse	Warehouse [7]									
			Passenger Cars	296.92	TSF	31	10	41	12	33	45	412
			Truck PCEs			20	10	30	5	25	30	267
			Total PCEs			51	20	71	17	58	75	679

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Table **B** - Cumulative Projects Trip Generation

Project Number	Application Number	Name	Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
28		Assisted Living	Assisted Living									
			Trip Generation Rates [13]			0.12	0.07	0.19	0.10	0.16	0.26	2.6
			Trip Generation	216	Beds	26	15	41	21	36	57	562
29		Tire Repair	Tire Shop									
			Trip Generation Rates [14]			1.74	0.98	2.72	1.71	2.27	3.98	28.52
			Trip Generation	10	TSF	17	10	27	17	22	39	279
30		Carwash	Carwash									
			Trip Generation Rates [15]			7.10	7.10	14.20	7.10	7.10	14.20	163
			Trip Generation	5.702	TSF	40	41	81	40	41	81	929
		Coffee Shop	Coffee Shop with Drive Through									
			Trip Generation Rates [16]			45.38	43.61	88.99	21.69	21.69	43.38	820.38
			Trip Generation	1.901	TSF	86	83	169	41	42	83	1,559
31		Warehouse	Warehouse [7]									
			Passenger Cars	75.00	TSF	8	3	11	3	9	12	104
			Truck PCEs			3	7	10	0	10	10	73
			Total PCEs			11	10	21	3	19	22	177
32		Apartments	Multi-Family Residential									
			Trip Generation Rates [2]			0.11	0.35	0.46	0.35	0.21	0.56	7.32
			Trip Generation	136	DU	14	49	63	48	29	77	996
33		Senior Apartments	Senior Housing Attached									
			Trip Generation Rates [17]			0.07	0.13	0.20	0.14	0.12	0.26	3.7
			Trip Generation	76	DU	5	10	15	11	9	20	281
34		Senior Apartments	Senior Housing Attached									
			Trip Generation Rates [17]			0.07	0.13	0.20	0.14	0.12	0.26	3.7
			Trip Generation	72	DU	5	9	14	10	9	19	266
35		Fast-Food Restaurant	Fast-Food Restaurant with Drive Through									
			Trip Generation Rates [18]			20.50	19.69	40.19	16.99	15.68	32.67	470.95
			Trip Generation	3.000	TSF	61	60	121	51	48	99	1,413
			Pass-By Trips			(30)	(29)	(59)	(26)	(24)	(50)	(109)
			Total Net Trip Generation			31	31	62	26	24	50	1,304
36		Costco Business Center	Costco									
			Trip Generation Rates [19]			-	-	-	-	-	-	-
			Trip Generation	-	-	172	155	327	189	193	382	5,315
37		Hotel	Hotel									
			Trip Generation Rates [20]			0.28	0.19	0.47	0.31	0.29	0.60	8.36
			Trip Generation	124	Rooms	34	24	58	38	37	75	1,037
38		College	College									
			Trip Generation Rates [21]			1.59	0.48	2.07	0.93	0.93	1.86	20.25
			Trip Generation	13	TSF	20	6	26	12	12	24	257
39		Warehouse	Warehouse [7]									
			Passenger Cars	56.56	TSF	-	-	-	-	-	-	-
			Truck PCEs			-	-	-	-	-	-	-
			Net Trip Generation			99	27	125	41	91	132	847
40		Warehouse	Warehouse [8]									
			Passenger Cars	1070.24	TSF	42	12	54	19	48	67	928
			Truck PCEs			64	21	85	30	76	106	1,441
			Total PCEs			106	33	139	49	124	173	2,369
Total Trip Generation						2,111	2,316	4,427	2,491	2,669	5,160	62,703

Notes: DU = Dwellin(Notes: VFP = Vehicle Fueling Positi Notes: VFP = Vehicle Fueling Positions, TSF = Thousand Square Feet, DU = Dwelling Units

[1] Trip generation based on rates for Land Use 255 - "Continuing Care Retirement Community" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).

[2] Trip generation based on rates for Land Use 220 - "Multifamily Housing (Low-Rise)" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).

[3] Trip Generation from "Empire Lakes DEIR Appendix I TIA" from Fehr and Peers (October, 2015.)

[4] Trip Generation from "Leftbank Art-Haven at Arrow Traffic Impact Analysis" from Translutions (January, 2019.)

Table **B** - Cumulative Projects Trip Generation

Project Number	Application Number	Name	Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
5		Trip generation based on rates for Land Use 493 - "Athletic Club" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
6		Trip generation based on rates for Land Use 710 - "General Office Building" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
7		Rates based on Land Use 150 - "Warehousing" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.). Recommended Truck Mix Percentages per City of Fontana Truck Trip Generation Study for Heavy Warehouse uses, August 2003. Recommended PCE Factor per SBCTA Guidelines.										
8		Rates based on Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.). Recommended Truck Mix Percentages per SCAQMD Truck Trip Generation Study.										
9		Trip Generation from "Pacific Freeway Center TIA" from Urban Crossroads (June, 2017.)										
10		Trip generation based on rates for Land Use "Storage Yard" from City of San Bernardino.										
11		Trip generation based on rates for Land Use 85 - "Convenience Market with Gasoline Pumps" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
12		Trip generation based on rates for Land Use 840 - "Automobile Sales (New)" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
13		Trip generation based on rates for Land Use 254 - "Assisted Living" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
14		Trip generation based on rates for Land Use 848 - "Tire Store" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
15		Trip generation based on rates for Land Use 948 - "Automated Car Wash" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
16		Trip generation based on rates for Land Use 937 - "Coffee/Donut Shop with Drive-Through Window" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
17		Trip generation based on rates for Land Use 252 - "Senior Adult Housing - Attached" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
18		Trip generation based on rates for Land Use 934 - "Fast-Food Restaurant with Drive-Through Window" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
19		Trip Generation from "Ontario Gateway - Trip Generation Comparison" from LSA Associates (June, 2019.)										
20		Trip generation based on rates for Land Use 320- "Hotel" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
21		Trip generation based on rates for Land Use 540- "Junior/Community College" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										

I.B TRANSPORTATION SETTING

This section discusses the existing transportation conditions in the study area.

4.0 EXISTING CONDITIONS

This section discusses the existing transportation conditions in the study area.

4.1 Existing Roadway Conditions

Regional access to the project site is provided by Interstate 10 to the south and west, and State Route 210 to the north and Interstate 15 to the east. Local access is provided by the following roadways:

- Foothill Boulevard is oriented in the east-west direction. It is a six-lane divided roadway in the analysis area. Foothill Boulevard is classified as a Major Divided Arterial in the City's General Plan. Foothill Boulevard is also designated as a Principal Travel Corridor in the General Plan.
- 4th Street is oriented in the east-west direction. It is a four-lane undivided roadway in the analysis area. 4th Street is classified as a Major Divided Arterial in the City's General Plan. 4th Street is also designated as a Principal Travel Corridor in the General Plan.
- Arrow Route is oriented in the east-west direction. It is a four-lane roadway in the analysis area. Arrow Route is classified as a Major Arterial in the City's General Plan. Arrow Route is also designated as a Secondary Travel Corridor in the General Plan.
- Whittram Avenue is oriented in the east-west direction. It is a two-lane roadway in the analysis area.
- Napa Street is oriented in the east-west direction. It is a four-lane roadway near the analysis area.
- 6th Street is oriented in the east-west direction. It is a four-lane roadway near the analysis area. In the City's General Plan, 6th Street is classified as a Secondary Roadway. 6th Street is also designated as a Tertiary Travel Corridor in the General Plan.
- Etiwanda Avenue is oriented in the north-south direction. It is a four-lane roadway near the analysis area. In the City's General Plan, Etiwanda Avenue is classified as a Major Arterial. Etiwanda Avenue is also designated as a Tertiary Travel Corridor in the General Plan.

4.2 Existing Transit Service

Public transportation services within the City of Rancho Cucamonga and near the proposed project include bus transit service (Omnitrans) and commuter rail transportation (Metrolink). These services are further described below.

Bus Service. Public transportation in the City of Rancho Cucamonga is mainly provided by Omnitrans, which is the regional transit operator in San Bernardino County. The following transit routes operate near the project:

- Route 66 provides service near the project site and connects the project site to Fontana and Montclair. Near the study area, Route 66 travels along Foothill Boulevard with the closest stop at the intersection of Etiwanda Avenue and Foothill Boulevard to the north of the project. Route 66 operates at 15-minute headways during the day on weekdays and at 30-minute headways on the weekend.
- Route 61 provides service near the project site and connects the project site to Fontana and Montclair. Near the study area, Route 61 travels along 4th Street/San Bernardino Avenue with the closest stop at the intersection of Etiwanda Avenue and 4th Street/San Bernardino Avenue to the south of the project. Route 61 operates at 20 to 30-minute headways during the day on weekdays and at 30-minute headways on the weekend.

Commuter Rail Service. Commuter rail service is provided by Metrolink, which is operated by the Southern California Regional Rail Authority (SCRRA). Metrolink train service is available between the counties of Ventura, Los Angeles, San Bernardino, Orange, Riverside, and north San Diego. The area is served by the San Bernardino Line, which runs east-west between the San Bernardino Station and the Los Angeles Union Station. The Rancho Cucamonga Station is the nearest Metrolink station to the project site and is approximately 2.5 miles from the project site. Figure 3 illustrates the transit lines within the project area.



Legend

Project Location | Route 66 | Route 61 | Bus Stops

FIGURE 3

Napa Warehouse
Transit Routes

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4.3 Existing Bicycle & Pedestrian Facilities

The City's bikeway network includes three types of facilities and are discussed below:

- Class I Bike Path A Class I facilities are bicycle trails or paths that are essentially off street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed.
- Class II Bike Lane Class II bike lanes can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a Bike Lane adjacent to a parking lane can be four feet in width. Bike Lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings. ways delineate the right-of-way assigned to bicyclists along roadways. Bike lane signs and pavement markings help define these bike lanes.
- Class III Bike Street is a street providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage – both by the side of the street and stenciled on the roadway surface – alerts motorists to bicyclists sharing the roadway are called Bike Streets, and are enhancements of the standard Class III Bike Route, which is only indicated by small wayside signs.

Figure 4 illustrates the existing bicycle facilities near the project area. As shown in Figure 4, existing bicycle lanes are located on 4th Street west of Etiwanda Avenue, 6th Street west of Etiwanda Avenue, Arrow Route west of Ilex Street, and Foothill Boulevard west of East Avenue. Pedestrian circulation in Rancho Cucamonga is primarily provided via sidewalks. Figure 5 illustrates the existing pedestrian facilities adjacent to the project. As illustrated in Figure 5, there are continuous sidewalks adjacent to the project on Napa Street.

5.0 OPENING YEAR (2022) CONDITIONS

This section discusses opening year transportation conditions in the study area. It is anticipated that the project will open in 2022.

5.1 Opening Year (2022) Roadway Conditions

Opening year roadway conditions are assumed to be the same as those under existing conditions.

5.2 Opening Year (2022) Transit Service

Transit service under opening year conditions are anticipated to remain the same as under existing conditions.

5.3 Opening Year (2022) Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under opening year conditions are anticipated to remain the same as under existing conditions.

6.0 YEAR 2040 CONDITIONS

This section discusses year 2040 transportation conditions in the study area.

6.1 Year 2040 Roadway Conditions

The Etiwanda Avenue grade separation project is anticipated to be completed prior to year 2040 conditions and will include widening Etiwanda Avenue from Napa Street to Whittram Avenue from two to four lanes.

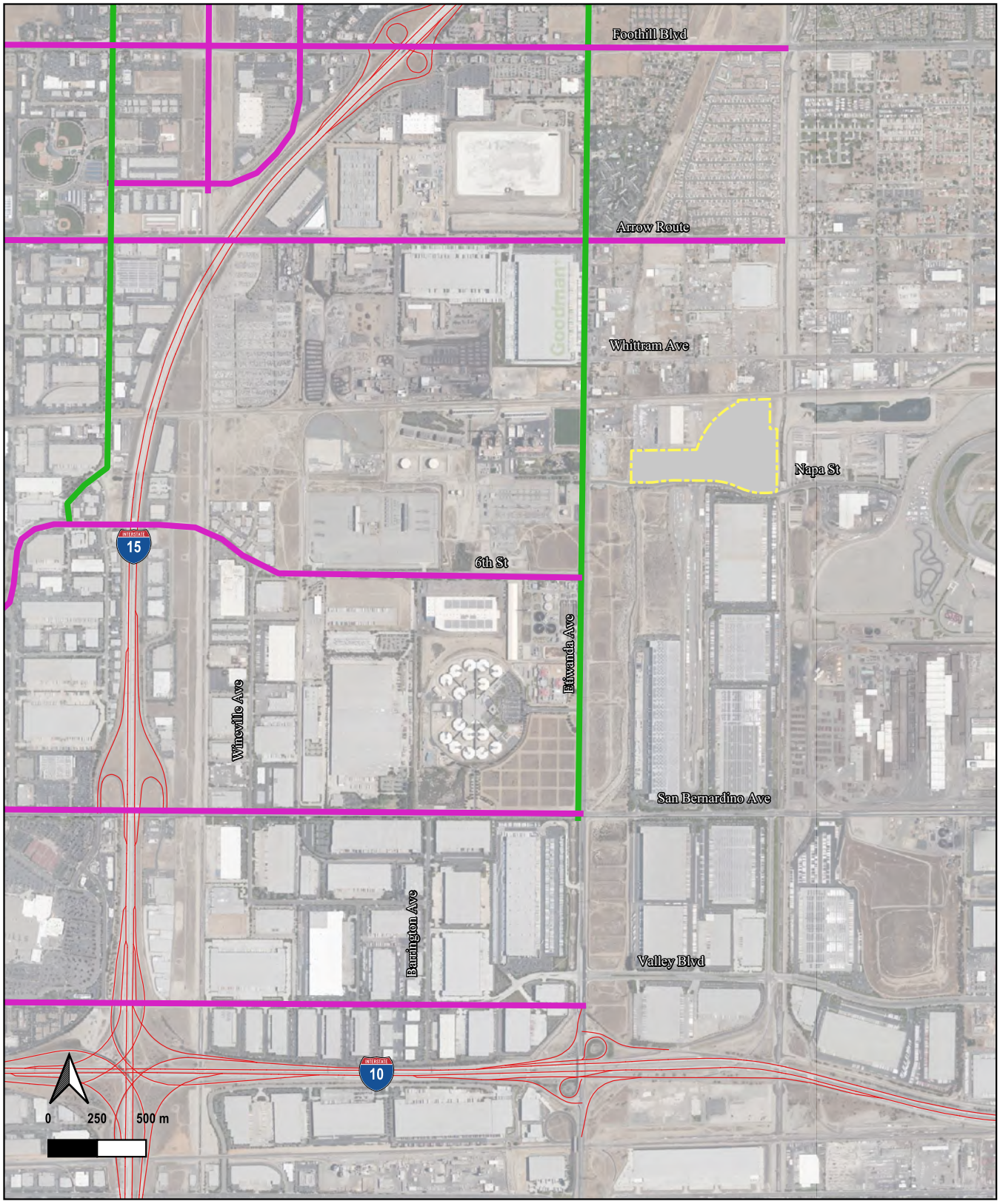
6.2 Year 2040 Transit Service

Transit service under year 2040 conditions are planned by the City and discussed below:

- West Valley Connector: SBCTA has initiated a 35-mile BRT route connecting Rancho Cucamonga, Pomona, Montclair, Ontario, and Fontana. The first phase will include the Milliken alignment, starting from Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga.

6.3 Year 2040 Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under Year 2040 conditions are included in the City's Bicycle Plan. Proposed bicycle lanes are included on Etiwanda Avenue from 4th street to north of Foothill Boulevard.



Legend

Project Location

Bicycle_Plan_Public-shp Bicycle_Plan

Existing Class II

Proposed Class II

FIGURE 4

Napa Warehouse
Bicycle Facilities

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Legend

Project Location Sidewalks

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FIGURE 5
Napa Warehouse
Pedestrian Facilities

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PART II: ALTERNATIVE 1 – E-COMMERCE WAREHOUSE ANALYSIS

7.0 PROJECT ALTERNATIVE 1 STUDY AREA INTERSECTIONS

As stated earlier, project Alternative 1 includes the construction of an E-Commerce warehouse building. E-Commerce warehouses typically generate more project trips than regular high-cube warehouses or general warehouses. Therefore, the study area under project Alternative 1 will include more intersections than project Alternative 2. The study area intersections are based on the City guidelines, which require the analysis of intersections where the project will add 50 or more peak hour trips. The following study area intersections were analyzed for traffic operations under project Alternative 1:

1. I-15 Southbound Ramps and 4th Street (Caltrans).
2. I-15 Northbound Ramps and 4th Street (Caltrans).
3. Wineville Avenue and 4th Street (City of Rancho Cucamonga).
4. Barrington Avenue and 4th Street (City of Rancho Cucamonga).
5. Etiwanda Avenue and Foothill Boulevard (City of Rancho Cucamonga).
6. Etiwanda Avenue and Arrow Route (City of Rancho Cucamonga).
7. Etiwanda Avenue and Whittram Avenue (City of Rancho Cucamonga).
8. Etiwanda Avenue and Napa Street (City of Rancho Cucamonga).
9. Etiwanda Avenue and 6th Street (City of Rancho Cucamonga).
10. Etiwanda Avenue and 4th St-San Bern. Avenue (City of Rancho Cucamonga).
11. Etiwanda Avenue and Valley Boulevard (City of Ontario).
12. Etiwanda Avenue and I-10 Westbound Ramps (Caltrans).
13. Etiwanda Avenue and I-10 Eastbound Ramps (Caltrans).
14. Driveway 1 and Napa Street (City of Rancho Cucamonga).
15. Driveway 2 and Napa Street (City of Rancho Cucamonga).
16. Driveway 3 and Napa Street (City of Rancho Cucamonga).
17. Driveway 4 and Napa Street (City of Rancho Cucamonga);
18. Driveway 5 and Napa Street (City of Rancho Cucamonga);
19. Haven Avenue and 4th Street (City of Ontario);
20. Milliken Avenue and 4th Street (City of Ontario);
21. Etiwanda Avenue and Miller Street (City Rancho Cucamonga); and
22. Etiwanda Avenue and Slover Avenue (City of Ontario).

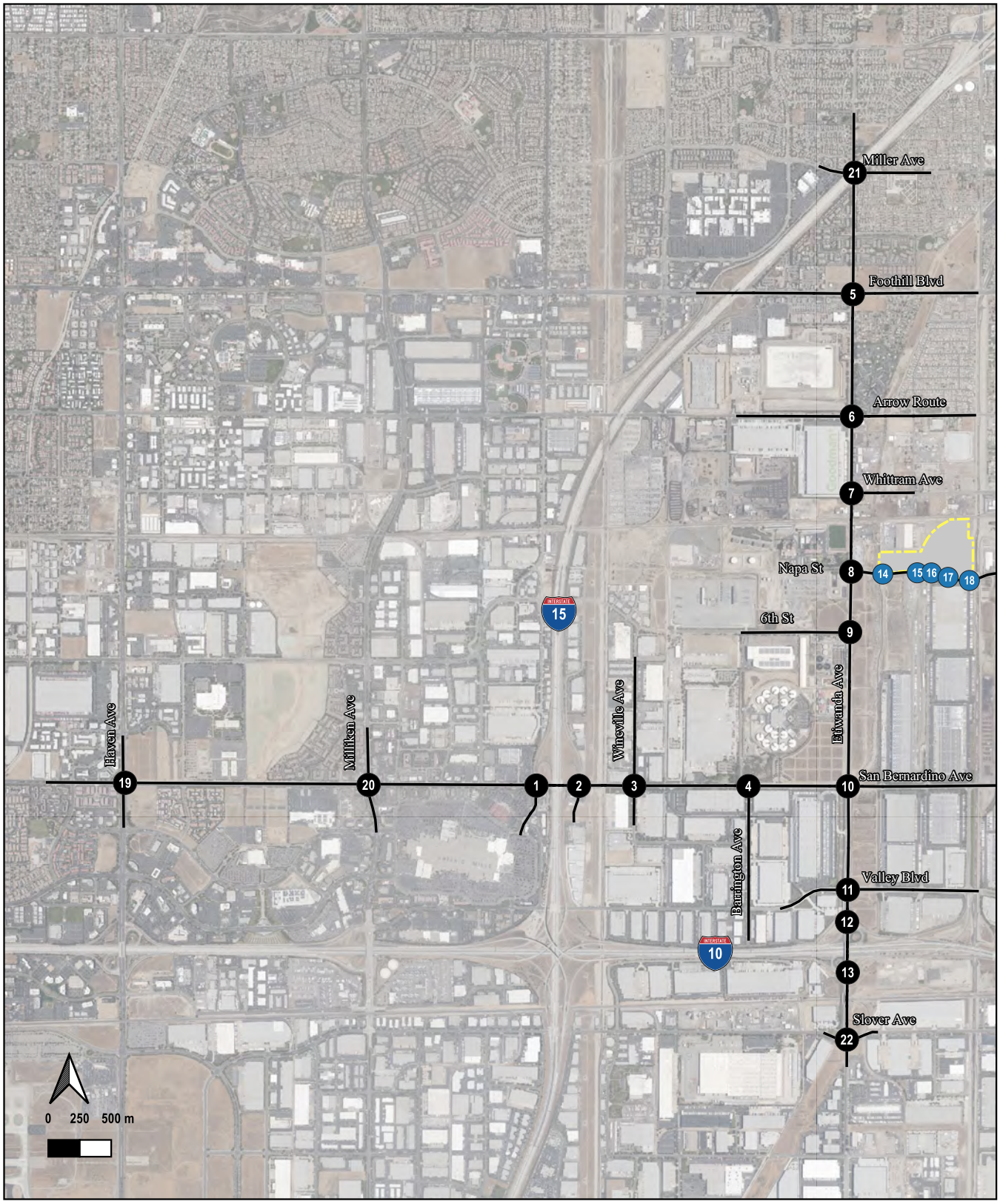
Figure 6 illustrates the project Alternative 1 study area intersections. The project opening year is 2022.

8.0 ALTERNATIVE 1 PROJECT DESCRIPTION

Alternative 1 proposes the construction of approximately 500,743 square feet of E-Commerce warehousing on a 35.38-acre site. Alternative 1 includes 1,467 auto parking stalls in surface parking lots adjacent to the main building and a surface parking lot to the west of the main building. Truck trailer parking will include a total of 54 parking stalls to the north and east of the main building. Access to the project will be provided via five driveways on Napa Street. The easternmost driveway on Napa Street includes full access for trucks and autos. The remaining four driveways will provide full access to autos only. Figure 7 illustrates the project Alternative 1 site plan. The project opening year is 2022.

8.1 Project Alternative 1 Trip Generation

The total trip generation for the 500,743 square foot warehouse is based on trip generation rates for Land Use 155 - "High-Cube Fulfillment Center Warehouse" from Institute of Transportation Engineers' (ITE) Trip Generation Manual (10th Edition). The trip generation was further classified into automobile and truck traffic using ITE trip generation rates and in



Legend

Project Location

Existing Intersections

Future Intersections

FIGURE 6

Napa Warehouse
Project Alternative 1 Study Area Intersections

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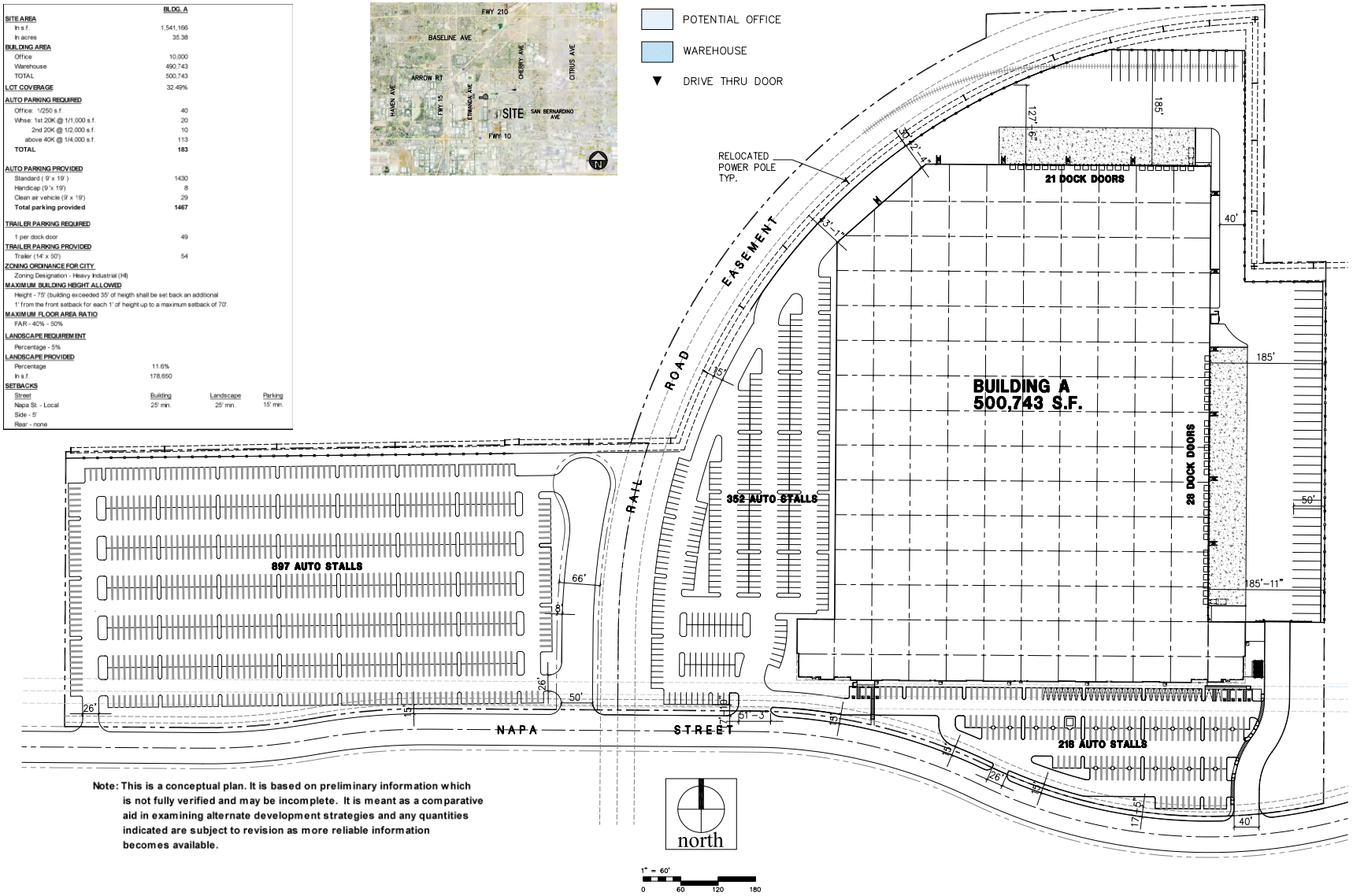
Tabulation

	BLDG. A		
SITE AREA			
In s.f.	1,541,166		
In acres	35.38		
BUILDING AREA			
Office	10,000		
Warehouse	490,743		
TOTAL	500,743		
LOT COVERAGE	32.49%		
AUTO PARKING REQUIRED			
Office: 1/250 s.f.	40		
Whse: 1st 20K @ 1/1,000 s.f.	20		
2nd 20K @ 1/2,000 s.f.	10		
above 40K @ 1/4,000 s.f.	113		
TOTAL	**183**		
AUTO PARKING PROVIDED			
Standard (9' x 19')	1430		
Handicap (9' x 19')	8		
Clean air vehicle (9' x 19')	29		
Total parking provided	**1467**		
TRAILER PARKING REQUIRED			
1 per dock door	49		
TRAILER PARKING PROVIDED			
Trailer (14' x 50')	54		
ZONING ORDINANCE FOR CITY			
Zoning Designation - Heavy Industrial (HI)			
MAXIMUM BUILDING HEIGHT ALLOWED			
Height - 75' (building exceeded 35' of heigth shall be set back an additional 1' from the front setback for each 1' of height up to a maximum setback of 70'.			
MAXIMUM FLOOR AREA RATIO			
FAR - 40% - 50%			
LANDSCAPE REQUIREMENT			
Percentage - 5%			
LANDSCAPE PROVIDED			
Percentage	11.6%		
In s.f.	178,650		
SETBACKS			
Street	Building	Landscape	Parking
Napa St. - Local	25' min.	25' min.	15' min.
Side - 5'			
Rear - none			

Aerial Map

Legend

- POTENTIAL OFFICE
- WAREHOUSE
- ▼ DRIVE THRU DOOR



Note: This is a conceptual plan. It is based on preliminary information which is not fully verified and may be incomplete. It is meant as a comparative aid in examining alternate development strategies and any quantities indicated are subject to revision as more reliable information becomes available.

Source: HPA Architecture (July 16, 2020)

FIGURE 7

Napa Warehouse
Project Alternative 1 Site Plan

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consultation with City staff. Further, the trucks were classified based on axle-type from the City of Fontana Truck Trip Generation Study. Truck trips were converted to Passenger Car Equivalents using the City guidelines of 2.0 for 2-axle trucks, 2.5 for 3-axle trucks and 3.0 for 4+ axle trucks. Table C shows the project trip generation for Alternative 1. As shown in Table C, the project is expected to generate 451 PCE trips in the a.m. peak hour, 616 PCE trips in the p.m. peak hour, and 3,369 PCE daily trips.

8.2 Project Alternative 1 Trip Distribution & Assignment

Project trip distribution patterns for Alternative 1 were based on select zone model runs from the San Bernardino Transportation Analysis Model (SBTAM) and the location of the project in relation to the surrounding land uses and the regional network. The project trip generation was applied to the trip distribution patterns for Alternative 1 to develop trip assignments for new project trips. Figure 8 shows the project Alternative 1 trip distribution for auto trips, and Figure 9 shows the project Alternative 1 trip distribution for truck trips. Figure 10 shows the project Alternative 1 trip assignment for auto trips and Figure 11 shows the project Alternative 1 assignment of truck trips in Passenger Car Equivalents (PCEs). Figure 12 shows the total project Alternative 1 trip assignment (in PCEs) at the study intersections.

9.0 PROJECT ALTERNATIVE 1 LEVEL OF SERVICE ANALYSIS

9.1 Existing Without Project Alternative 1 Levels of Service

A level of service analysis was conducted for existing conditions to determine current circulation system performance. Figure 13 shows the existing without project Alternative 1 lane geometrics and stop controls at the study intersections. The existing without project Alternative 1 traffic volumes at study intersections are shown in Figure 14. Detailed volume development worksheets are included in Appendix B. The existing without project Alternative 1 levels of service for the study area intersections are summarized in Table D. Level of service calculation worksheets are contained in Appendix C. As shown in Table D, all study area intersections are currently operating at satisfactory levels of service with the exception of the following:

- I-15 Southbound Ramps/4th Street (p.m. peak hour).
- Etiwanda Avenue/Foothill Boulevard (a.m. peak hour).
- Etiwanda Avenue/Arrow Route (a.m. peak hour);
- Etiwanda Avenue/Whittram Avenue (a.m. peak hour);
- Etiwanda Avenue/6th Street (a.m. peak hour); and
- Etiwanda Avenue/Slover Avenue (a.m. and p.m. peak hour).

9.2 Opening Year (2022) Without Project Alternative 1 Levels of Service

A level of service analysis was conducted for opening year (2022) without project Alternative 1 conditions to determine circulation system performance. Opening year (2022) without project Alternative 1 traffic volumes at study intersections are shown in Figure 15. Detailed volume development worksheets are included in Appendix B. Opening year (2022) without project Alternative 1 levels of service for the study area intersections are summarized in Table E. Level of service calculation worksheets are contained in Appendix C. As shown in Table E, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- I-15 Southbound Ramps/4th Street (a.m. and p.m. peak hours);
- Etiwanda Avenue/Foothill Boulevard (a.m. and p.m. peak hours);
- Etiwanda Avenue/Arrow Route (a.m. peak hour);
- Etiwanda Avenue/Whittram Avenue (a.m. peak hour);
- Etiwanda Avenue/6th Street (a.m. and p.m. peak hours);
- Haven Avenue/4th Street (p.m. peak hour);
- Milliken Avenue/4th Street (p.m. peak hour); and
- Etiwanda Avenue/Slover Avenue (a.m. and p.m. peak hours).

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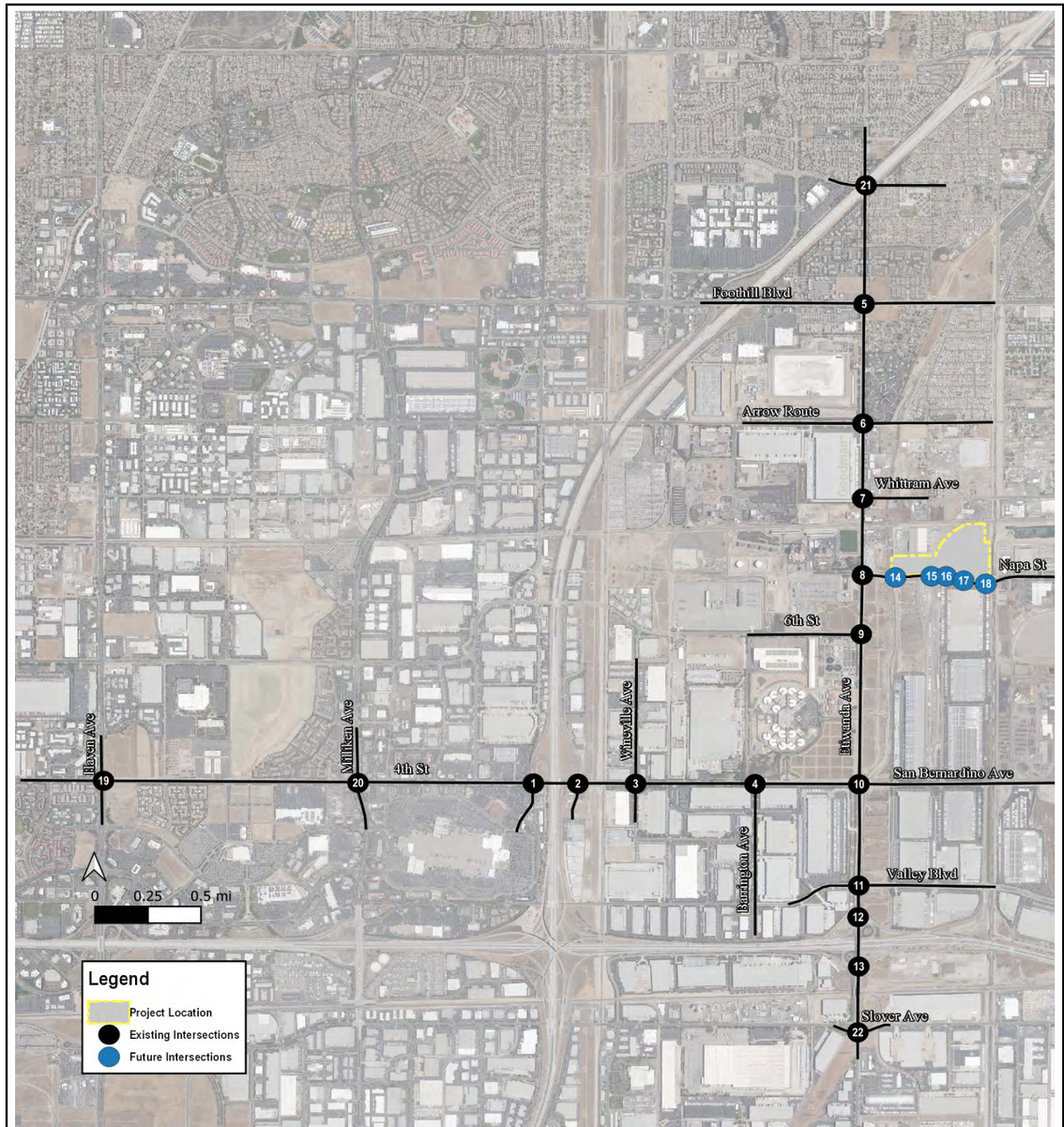
Table C: - Project Alternative 1 Trip Generation

Land Use		Units	Peak Hour						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Vehicle Rates									
Passenger Cars									
Trip Generation Rates[1]			0.6947	0.1553	0.8500	0.4588	0.7212	1.1800	6.2500
Trip Generation			348	78	426	230	361	591	3,130
Trucks									
Trip Generation Rates[1]			0.0100	0.0100	0.0200	0.0092	0.0108	0.0200	0.1900
Trip Generation			5	5	10	5	5	10	95
Total Vehicle Rates									
Trip Generation Rates[1]	500.74	TSF	0.7047	0.1653	0.8700	0.4680	0.7320	1.2000	6.4400
Trip Generation			353	83	436	234	367	601	3,225
Passenger Car Equivalent Rates Calculations									
Passenger Cars									
Trip Generation Rates	500.74	TSF	0.6947	0.1553	0.8500	0.4588	0.7212	1.1800	6.2500
Trip Generation			348	78	426	230	361	591	3,130
PCE Factor[3]			1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCEs			348	78	426	230	361	591	3,130
2-Axle Trucks									
Trip Generation Rates[2]			0.0017	0.0017	0.0034	0.0016	0.0018	0.0034	0.0322
Trip Generation			1	1	2	1	1	2	16
PCE Factor[3]			1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCEs			2	2	3	2	2	3	24
3-Axle Trucks									
Trip Generation Rates[2]			0.0023	0.0023	0.0045	0.0021	0.0025	0.0045	0.0431
Trip Generation			1	1	2	1	1	2	22
PCE Factor[3]			2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCEs			2	2	4	2	2	4	44
4-Axle Trucks									
Trip Generation Rates[2]			0.0060	0.0060	0.0121	0.0056	0.0065	0.0121	0.1146
Trip Generation			3	3	6	3	3	6	57
PCE Factor[3]			3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCEs			9	9	18	9	9	18	171
Total Project Trip Generation (Trips, By Vehicle Type)									
Warehouse	500.74	TSF							
Passenger Cars			348	78	426	230	361	591	3,130
2-Axle Trucks			1	1	2	1	1	2	16
3-Axle Trucks			1	1	2	1	1	2	22
4+ Axle Trucks			3	3	6	3	3	6	57
All Trucks			5	5	10	5	5	10	95
Total Vehicles			353	83	436	235	366	601	3,225
Total Project Trip Generation (Passenger Car Eqivalent Trips, By Vehicle Type)									
Passenger Cars			348	78	426	230	361	591	3,130
Truck PCE									
2-Axle Trucks			2	2	3	2	2	3	24
3-Axle Trucks			2	2	4	2	2	4	44
4+ Axle Trucks			9	9	18	9	9	18	171
Total Truck PCE			13	13	25	13	13	25	239
Total PCE			361	91	451	243	374	616	3,369

[1] Rates based on Land Use 155 - "High-Cube Fulfillment Center Warehouse - Sort" from Institute of Transportation Engineers (ITE) *Trip Generation* (10th Ed.)

[2] Truck Mix Percentages based on discussion with City of Rancho Cucamonga staff and from the City of Fontana Truck Trip Generation Study for Heavy Warehouse uses, August 2003

[3] Recommended PCE Factor per City of Rancho Cucamonga *Traffic Impact Analysis Guidelines* , June 2020.



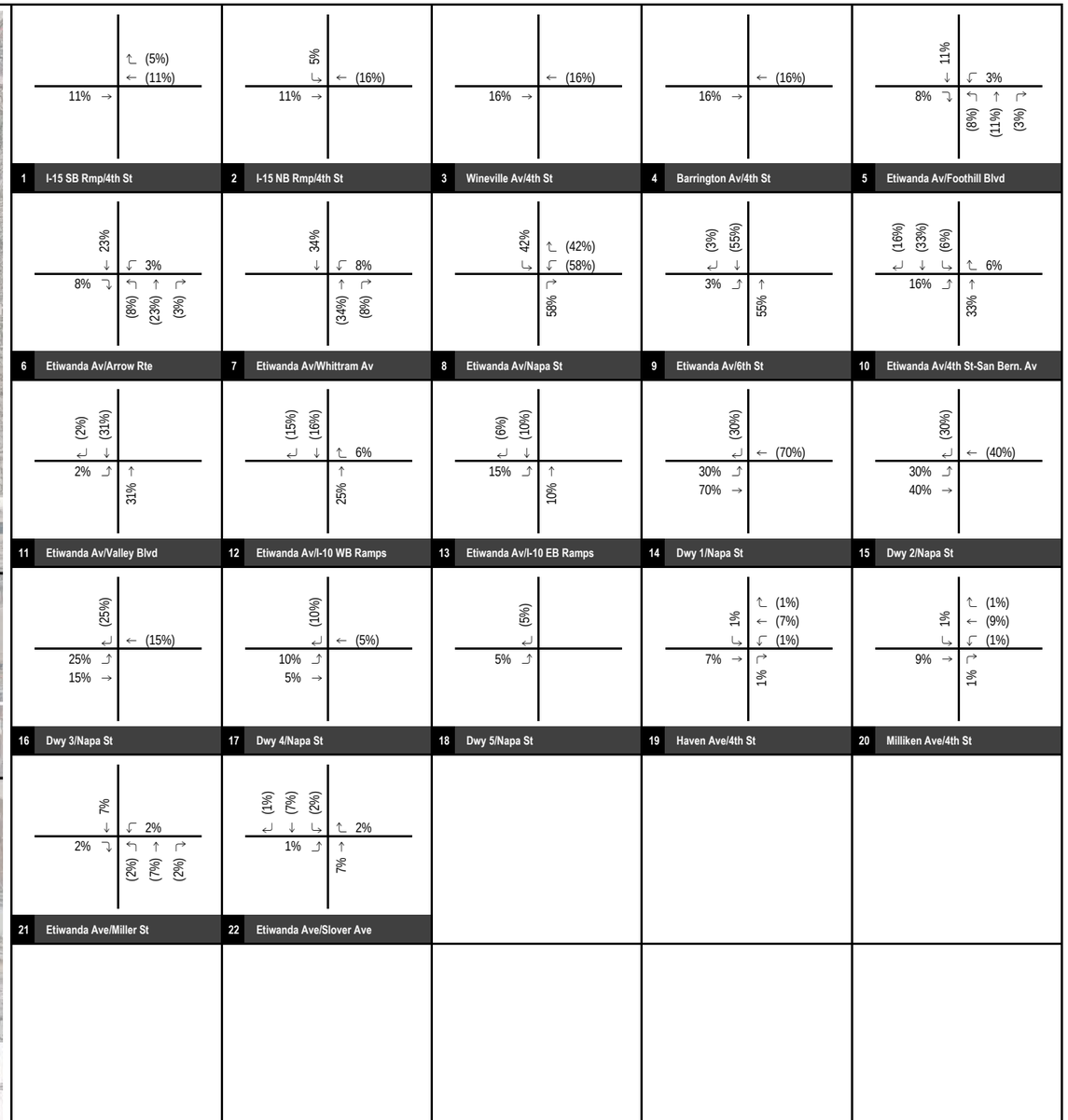
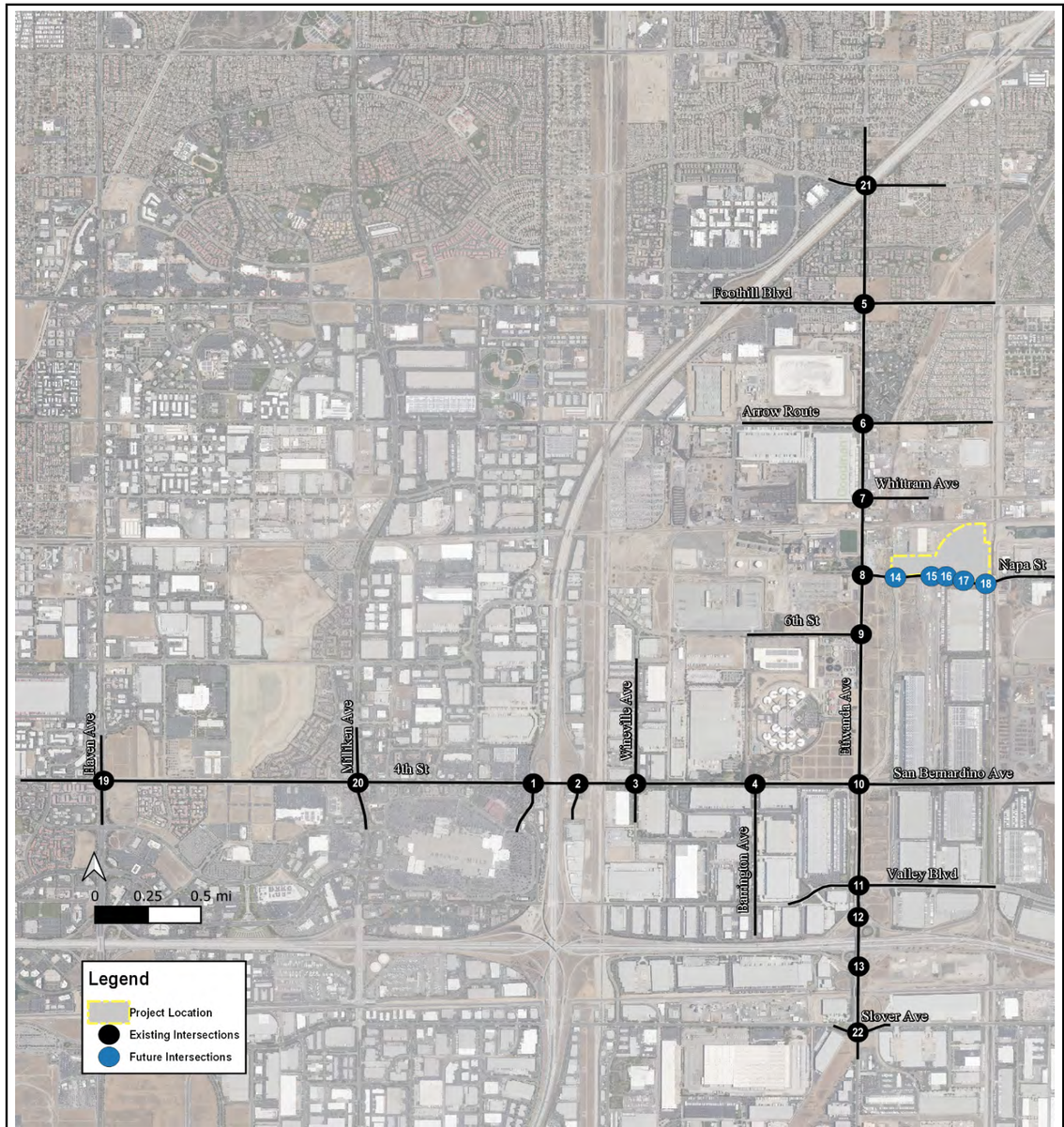


FIGURE 8

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

Napa Warehouse
Project Alternative 1 Auto Trip Distribution

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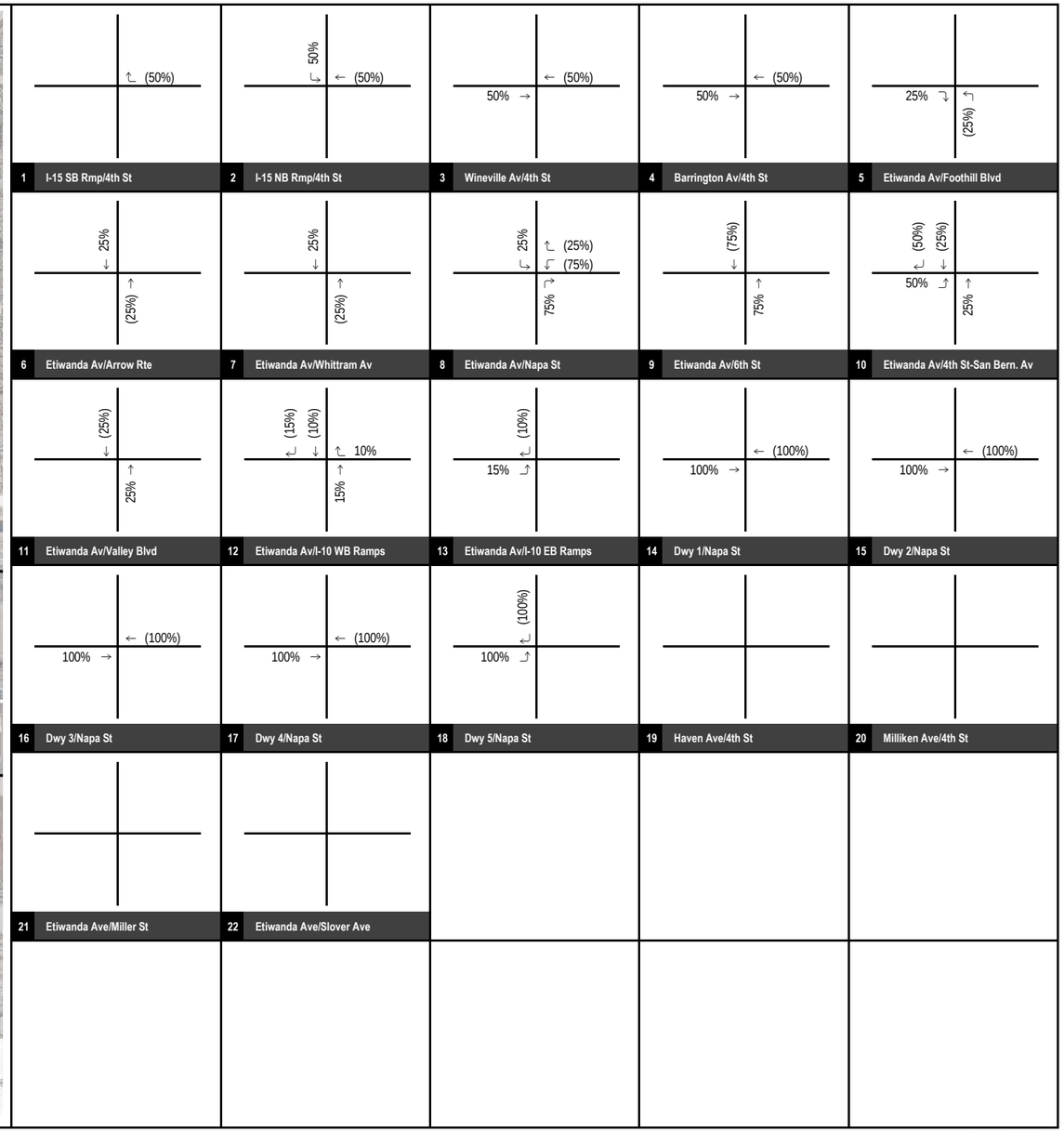
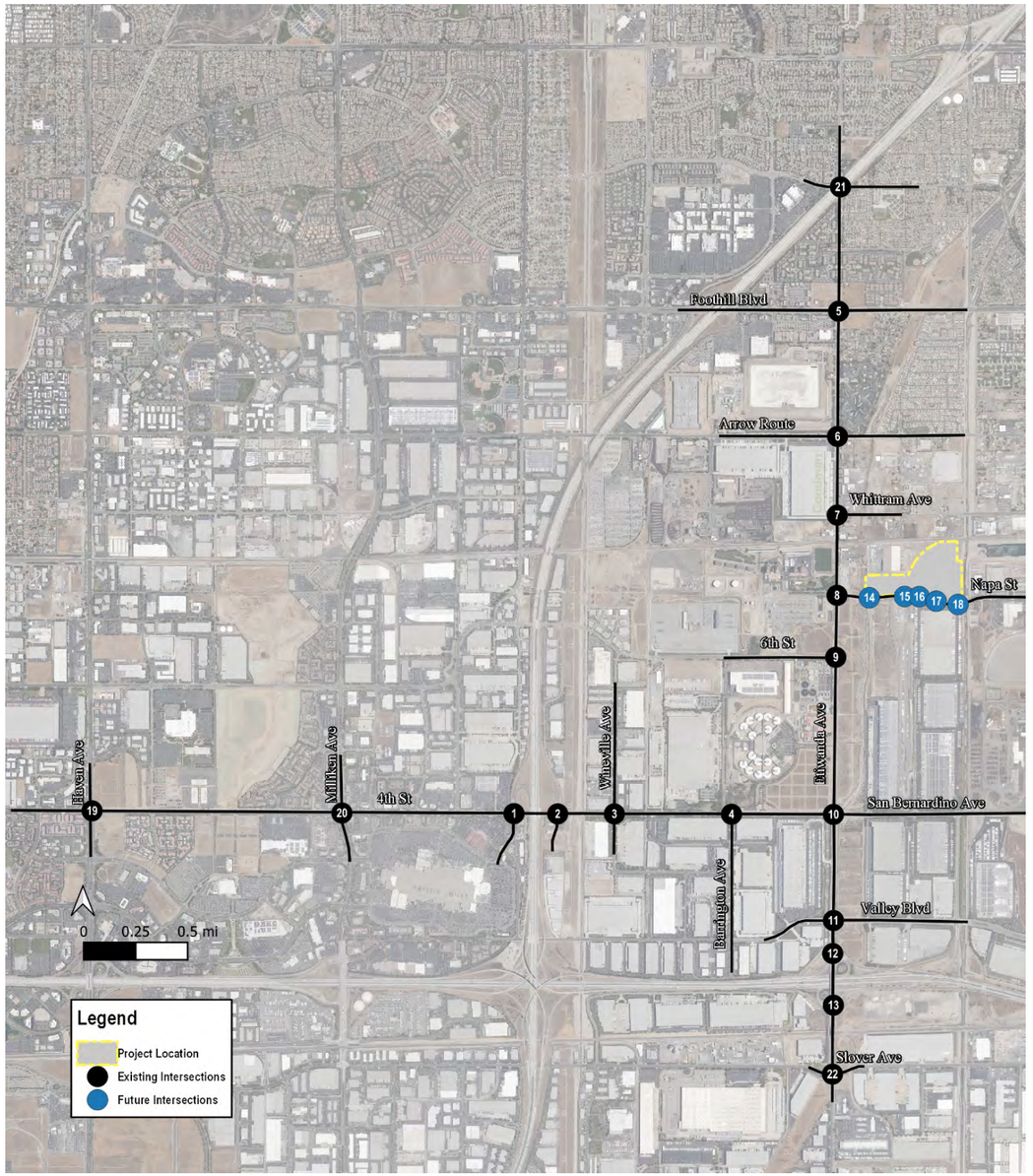


FIGURE 9

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

Napa Warehouse
Project Alternative 1 Truck Trip Distribution

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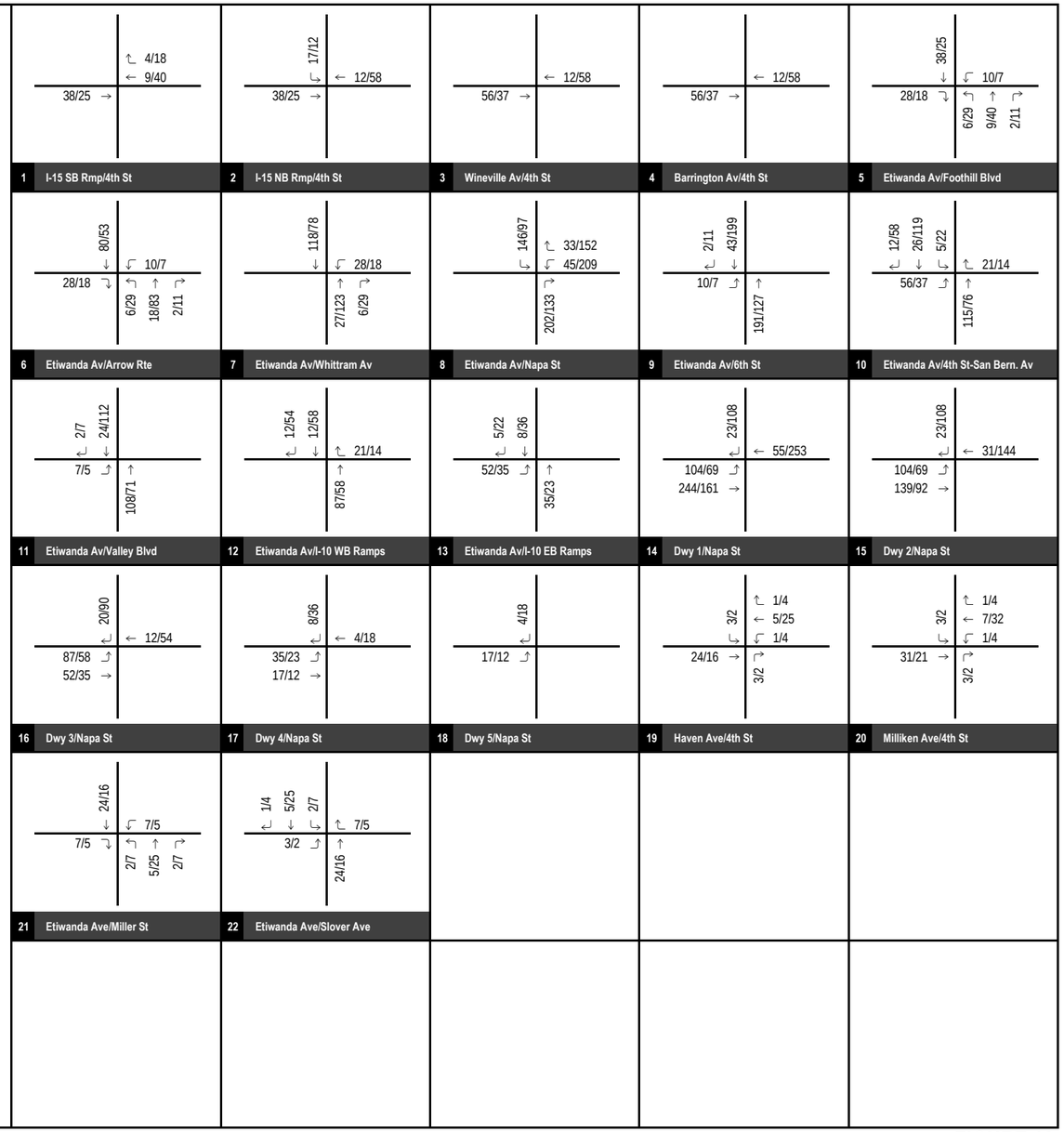
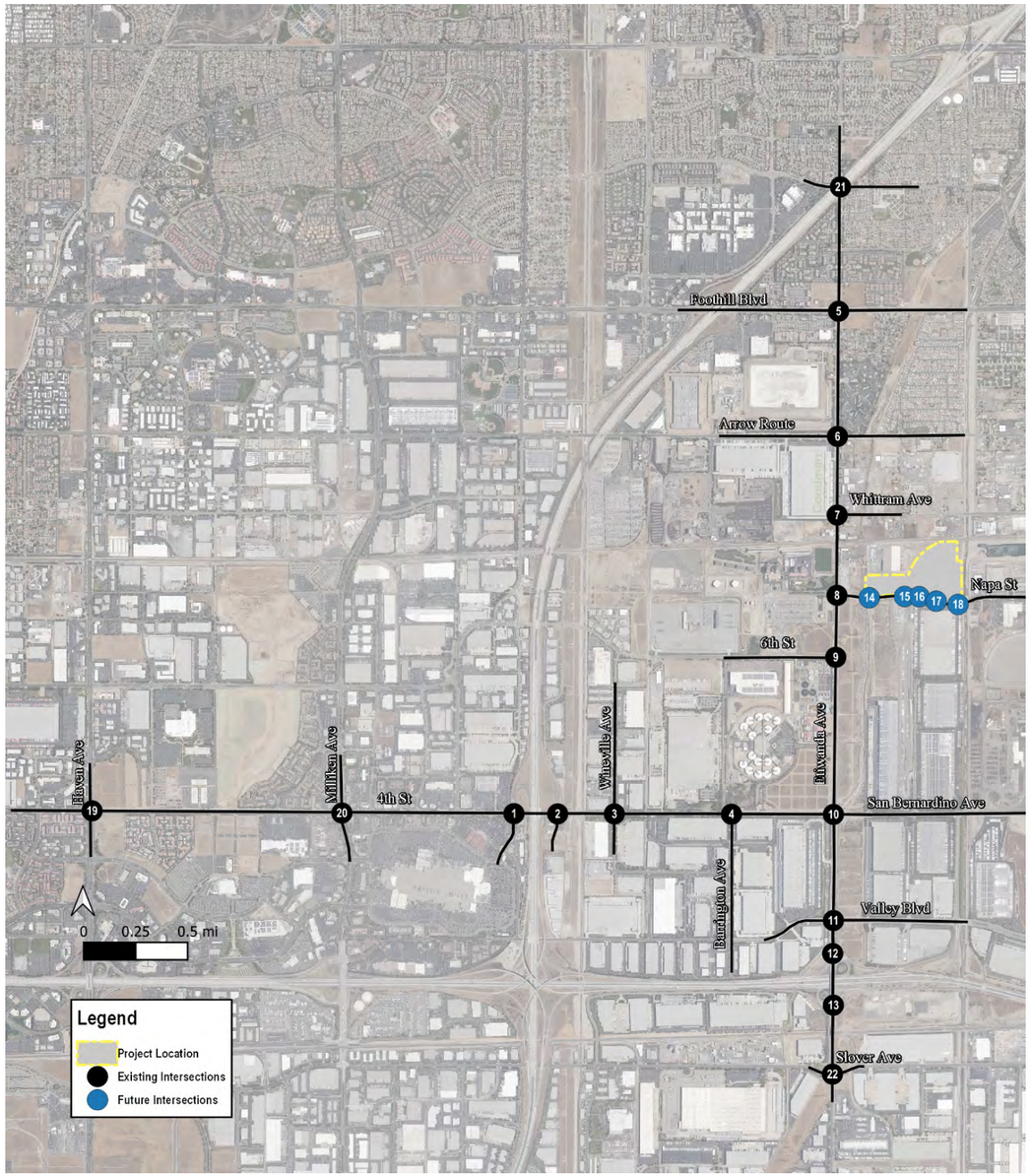


FIGURE 10

XXX/YYY AM/PM Peak Hour Trips

Napa Warehouse
Project Alternative 1 Auto Trip Assignment

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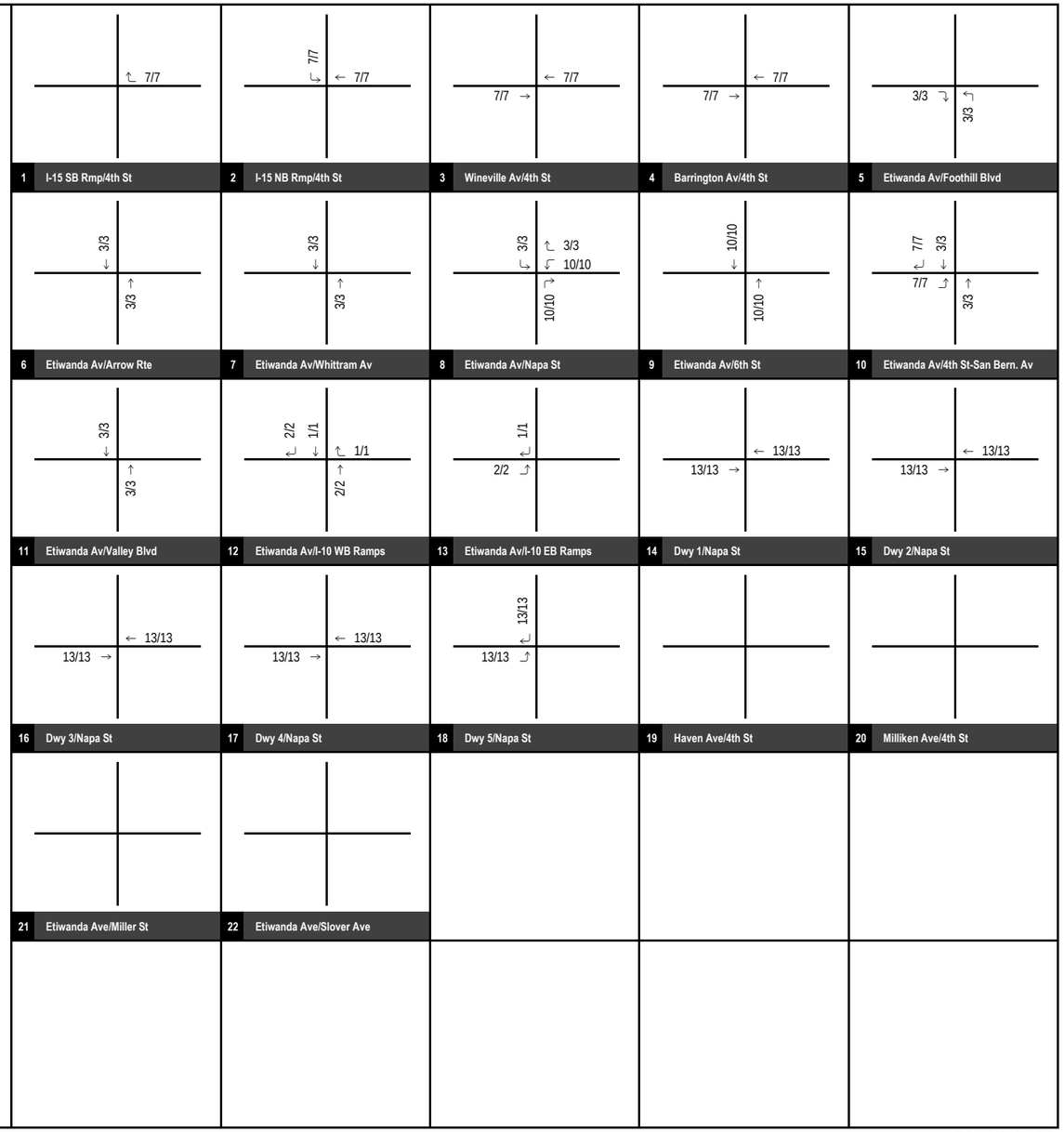
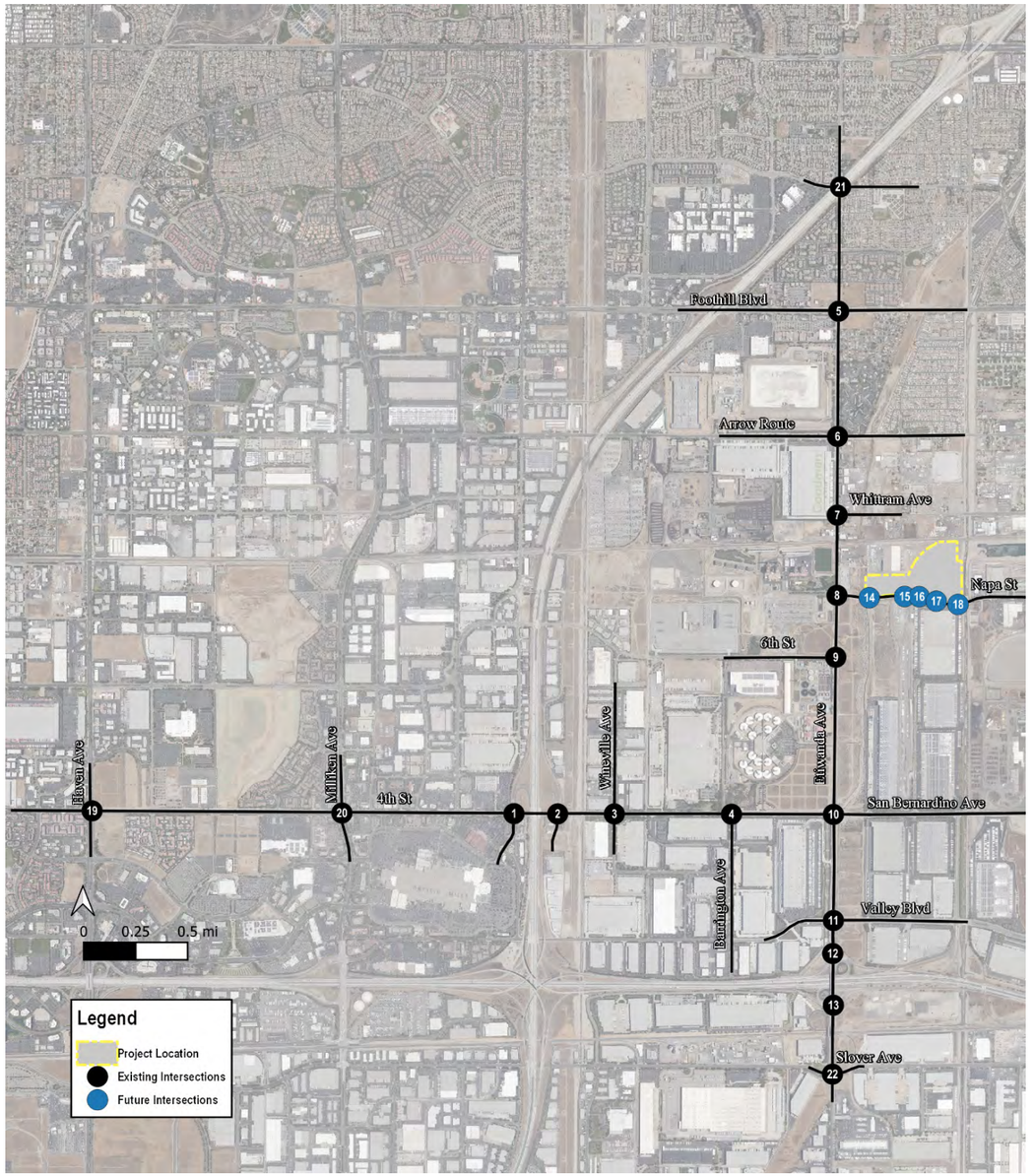


FIGURE 11

XXX/YYY AM/PM Peak Hour Trips

Napa Warehouse
Project Alternative 1 Truck Trip Assignment

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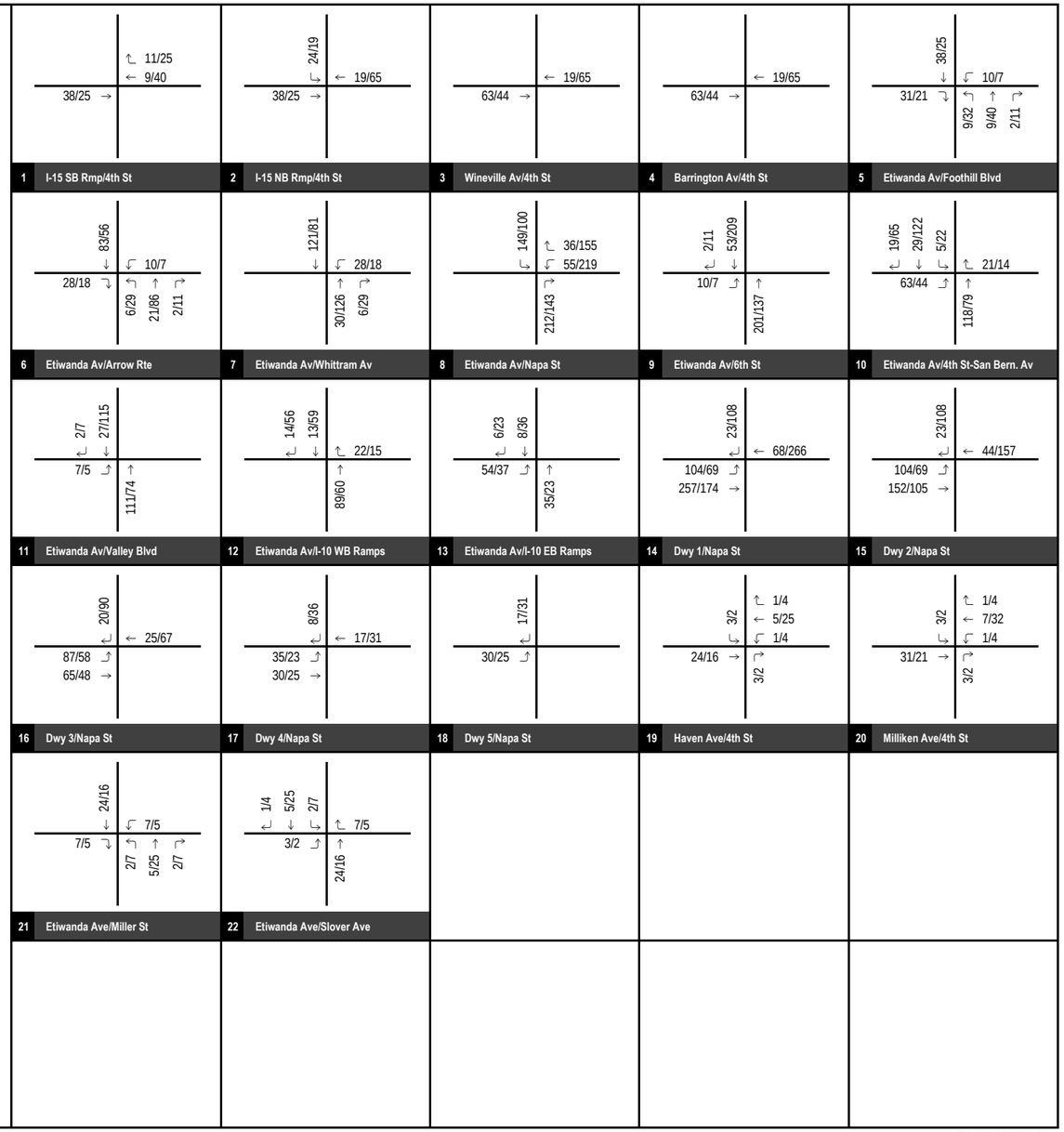


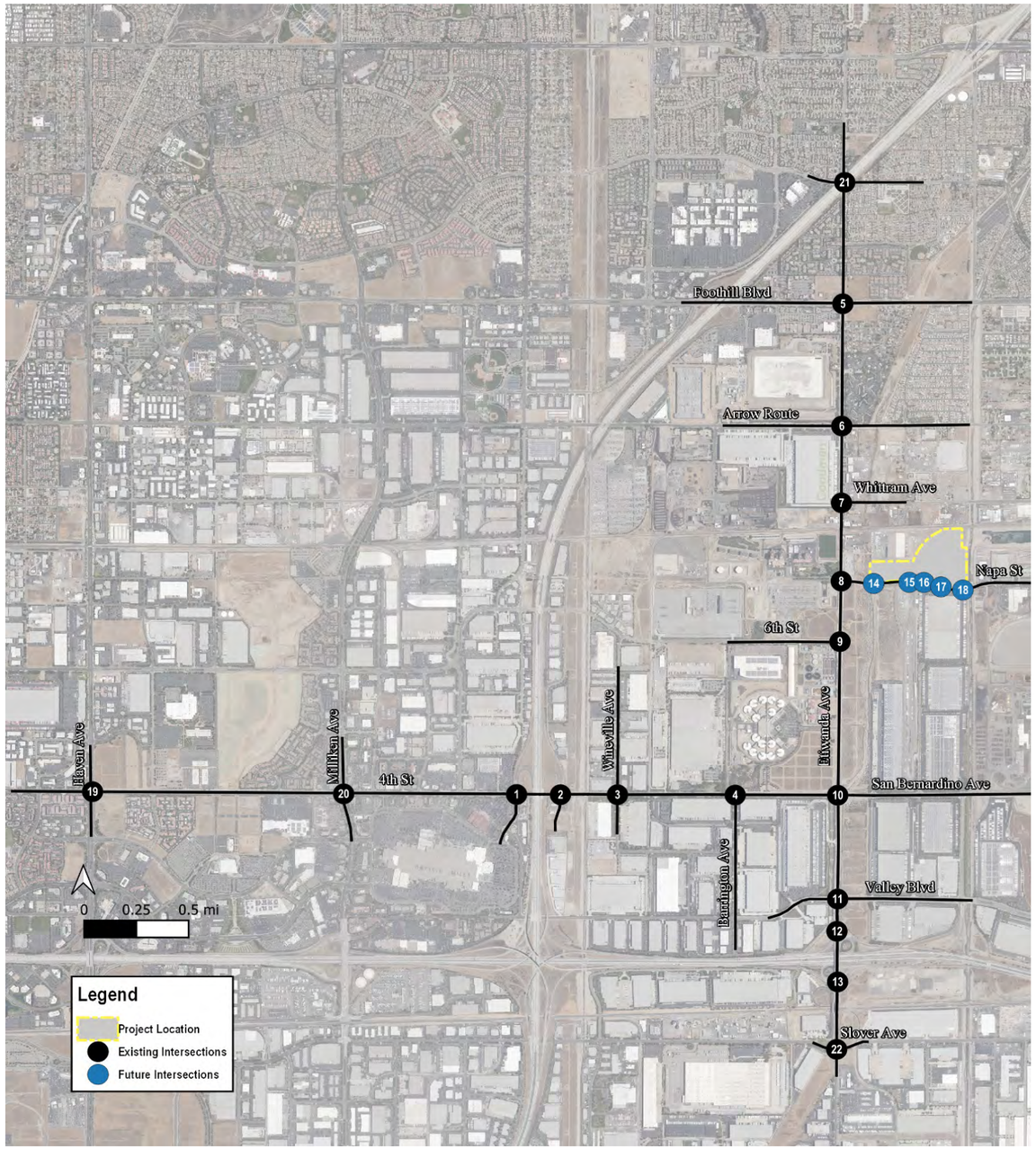
FIGURE 12

XXX/YYY AM/PM Peak Hour Trips

Napa Warehouse
Total Project Alternative 1 Trip Assignment

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D:\Projects\Hillwood - Napa Street AMZL\Analysis\Revised Analysis Alt 1\Z60 Trips Total (2/10/2021)



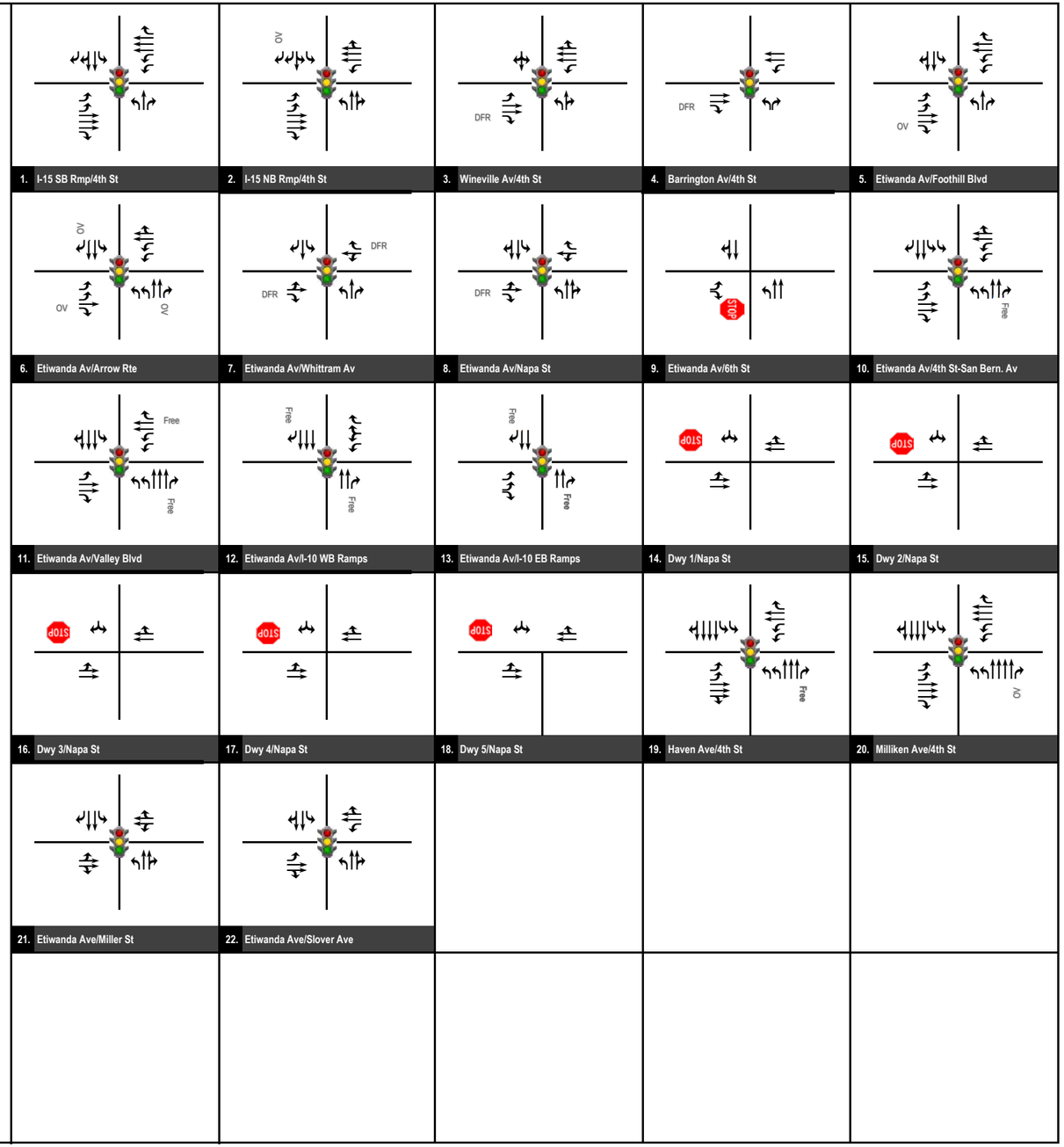


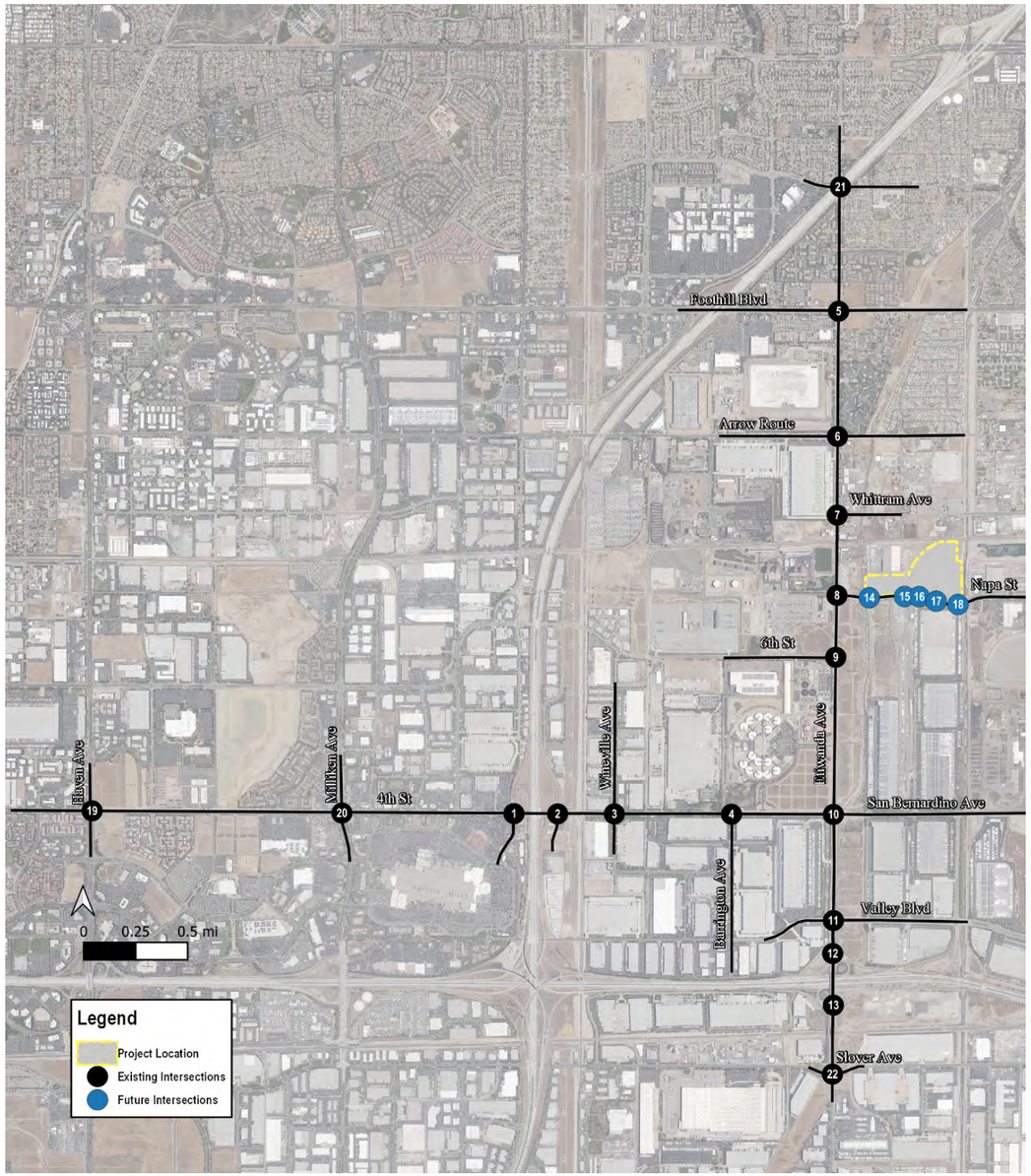
FIGURE 13

Legend

Traffic Signal
STOP Stop Sign
O RT Overlap
d Defacto right turn
Free Free Right-Turn

Napa Warehouse
Existing Without Project Alternative 1 Intersection Geometrics and Stop Control

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1 I-15 SB Rmp/4th St 837/577 212/297 172/101 328/941 365/1195 58/114 70/135 68/296 82/334 169/308 1332/967 107/215	**2 I-15 NB Rmp/4th St** 980/632 70/68 420/154 178/807 367/719 74/94 115/120 21/73 64/57 76/170 512/753 45/75	**3 Wineville Av/4th St** 88/184 12/14 48/147 263/48 437/839 136/30 39/103 13/19 8/7 143/91 509/724 22/2	**4 Barrington Av/4th St** 357/962 136/30 39/103 8/7 612/712 22/2	**5 Etiwanda Av/Foothill Blvd** 270/181 375/211 66/62 78/283 478/1034 222/208 159/270 229/325 74/230 85/70 1361/741 329/128
6 Etiwanda Av/Arrow Rte 454/107 373/241 76/153 70/352 224/630 157/407 348/149 144/466 48/114 126/177 784/409 134/54	**7 Etiwanda Av/Whittram Av** 2/2 621/464 63/224 1/0 0/2 2/1 1/1 369/664 172/302 133/68 311/215	**8 Etiwanda Av/Napa St** 0/2 830/570 59/134 0/2 0/1 0/1 482/876 156/48 74/105 139/117	**9 Etiwanda Av/6th St** 19/30 943/623 20/16 31/37 35/18 596/940	**10 Etiwanda Av/4th St-San Bern. Av** 185/222 711/544 57/82 136/198 137/519 90/322 265/267 596/685 46/69 49/71 326/317 329/216
11 Etiwanda Av/Valley Blvd 108/18 952/1002 35/27 9/51 42/79 66/324 248/112 877/938 115/119 52/52 45/87 159/187	**12 Etiwanda Av/I-10 WB Ramps** 386/328 851/1200 695/774 308/541 474/366 578/291	**13 Etiwanda Av/I-10 EB Ramps** 109/355 1298/1137 226/209 625/342 767/1101 359/569	**14 Dwy 1/Napa St** *Future Intersection*	**15 Dwy 2/Napa St** *Future Intersection*
16 Dwy 3/Napa St 150/145 328/199 100/31 80/185 262/539 105/158 153/150 325/333 128/125 65/25 426/282 69/60	**17 Dwy 4/Napa St** 407/102 1173/1055 343/322 103/323 119/421 76/92 102/38 672/896 86/105 352/451 236/152 136/84	**18 Dwy 5/Napa St**	**19 Haven Ave/4th St** 51/121 1325/1756 96/221 82/74 303/476 134/183 194/179 1933/1694 487/455 135/168 401/651 227/418	**20 Milliken Ave/4th St** 136/155 923/1069 210/495 158/388 265/892 98/316 281/272 811/1109 113/398 355/266 873/600 345/440
21 Etiwanda Ave/Miller St	**22 Etiwanda Ave/Slover Ave**			

FIGURE 14

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Napa Warehouse
Existing Without Project Alternative 1 Peak Hour Traffic Volumes

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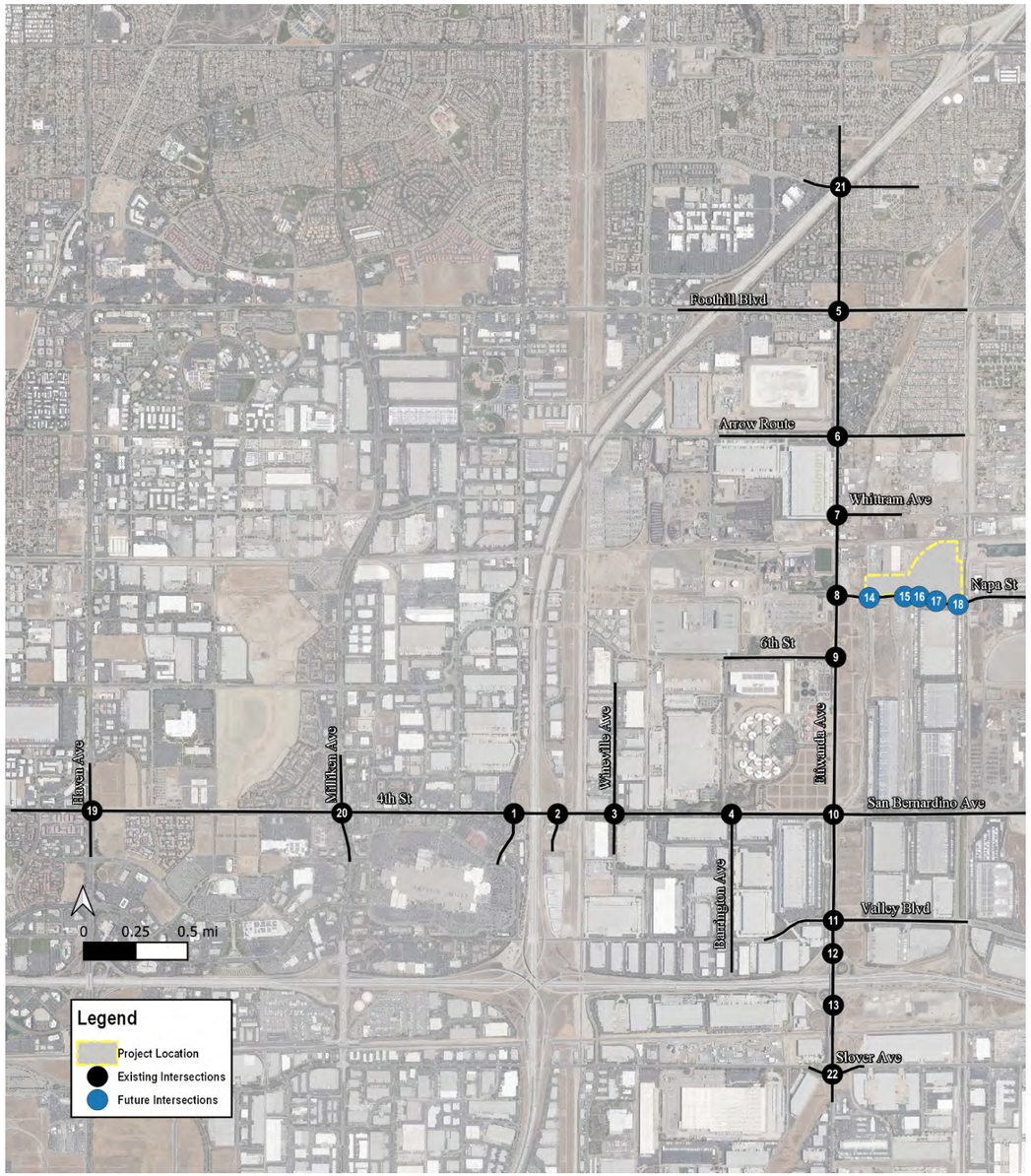
Table D: Existing Without Project Alternative 1 Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project					
				AM Peak Hour			PM Peak Hour		
				Delay	LOS		Delay	LOS	
1 . I-15 Southbound Rmp/4th Street	Caltrans	D	Signal	49.2	D		59.5	E	*
2 . I-15 Northbound Rmp/4th Street	Caltrans	D	Signal	30.6	C		33.6	C	
3 . Wineville Avenue/4th Street	Rancho Cucamonga	D	Signal	23.2	C		23.7	C	
4 . Barrington Avenue/4th Street	Rancho Cucamonga	D	Signal	9.8	A		9.6	A	
5 . Etiwanda Avenue/Foothill Boulevard	Rancho Cucamonga	D	Signal	58.7	E	*	54.1	D	
6 . Etiwanda Avenue/Arrow Route	Rancho Cucamonga	D	Signal	66.2	E	*	44.3	D	
7 . Etiwanda Avenue/Whittram Avenue	Rancho Cucamonga	D	Signal	>100	F	*	33.3	C	
8 . Etiwanda Avenue/Napa Street	Rancho Cucamonga	D	Signal	46.4	D		52.3	D	
9 . Etiwanda Avenue/6th Street	Rancho Cucamonga	D	TWSC	39.3	E	*	26.7	D	
10 . Etiwanda Avenue/4th St-San Bern. Avenue	Rancho Cucamonga	D	Signal	37.2	D		37.6	D	
11 . Etiwanda Avenue/Valley Boulevard	Ontario	D	Signal	13.9	B		13.4	B	
12 . Etiwanda Avenue/I-10 Westbound Ramps	Caltrans	D	Signal	12.9	B		9.1	A	
13 . Etiwanda Avenue/I-10 Eastbound Ramps	Caltrans	D	Signal	21.8	C		10.5	B	
14 . Driveway 1/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*					
15 . Driveway 2/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*					
16 . Driveway 3/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*					
17 . Driveway 4/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*					
18 . Driveway 5/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*					
19 . Haven Avenue/4th Street	Ontario	D	Signal	32.6	C		39.1	D	
20 . Milliken Avenue/4th Street	Ontario	D	Signal	38.1	D		46.1	D	
21 . Etiwanda Avenue/Miller Street	Rancho Cucamonga	D	Signal	40.9	D		46	D	
22 . Etiwanda Avenue/Slover Avenue	Ontario	D	Signal	66.7	E	*	87.4	F	*

Notes:

* Exceeds LOS Standard

LOS = Level of Service



873/601	220/309	240/135		234/519	1117/917	73/71	590/233		97/247	93/192	12/15	50/153		149/95				287/195	435/259	79/75		100/83
↰	↓	↳			↰	↓	↳			↰	↓	↳						↰	↓	↳		
593/1156	→		←	1517/1323	189/845	→		←	635/1049	275/51	→		←	650/1088			←	724/867	87/302	→		←	1551/895
436/1296	→		↖	119/230	502/831	→		↖	47/78	726/1026	→		↖	23/2	459/1090	→	↖	23/2	612/1192	→		↖	374/155
83/138	↴		↑	96/158	78/98	↴		↑	121/126	142/31	↴		↑	42/108	141/31	↴	↑	41/107	319/254	↴		↑	197/355
			↗	71/308				↗	22/76				↗	14/20			↗	8/7				↗	268/388
				93/353					67/59					8/7									95/267
1 I-15 SB Rmp/4th St					**2 I-15 NB Rmp/4th St**					**3 Wineville Av/4th St**					**4 Barrington Av/4th St**				**5 Etiwanda Av/Foothill Blvd**				
480/114	531/342	93/166		149/211	2/2	798/580	66/233		138/71	49/25	950/741	61/139		77/109	21/31	1085/863			241/325	795/682	61/92		58/77
↰	↓	↳			↰	↓	↳			↰	↓	↳			↰	↓			↰	↓	↳		
75/373	→		←	827/441	1/0	→		←	325/225	16/59	→		←	145/122	23/20	→			202/252	→		←	364/359
247/670	→		↖	142/61	0/2	→		↖	1/1	18/68	→		↖	57/27	37/44	→	↑	37/19	168/572	→		↖	342/225
168/425	↴		↑	362/155	2/1	↴		↑	450/815				↑	606/1003			↑	780/1093	105/352	↴		↑	291/290
			↗	212/606				↗	180/316				↗	162/50								↗	714/778
				54/121																			48/72
6 Etiwanda Av/Arrow Rte					**7 Etiwanda Av/Whittram Av**					**8 Etiwanda Av/Napa St**					**9 Etiwanda Av/6th St**				**10 Etiwanda Av/4th St-San Bern. Av**				
113/20	1054/1173	37/29		55/55	431/407	919/1314			520/393	122/402	1419/1239												
↰	↓	↳			↰	↓				↰	↓												
9/54	→		←	47/90				↖	642/329	288/254	→												
44/82	→		↖	165/194						725/404	↴												
69/338	↴		↑	259/117				↑	804/871				↑	856/1231									
			↗	1010/1053				↗	351/620				↗	391/628									
				120/124																			
11 Etiwanda Av/Valley Blvd					**12 Etiwanda Av/I-10 WB Ramps**					**13 Etiwanda Av/I-10 EB Ramps**					**14 Dwy 1/Napa St**				**15 Dwy 2/Napa St**				
Future Intersection					*Future Intersection*					*Future Intersection*					62/135	1721/2069	112/245		141/163	1106/1211	397/642		445/458
															↰	↓	↳		↰	↓	↳		
															90/85	↴		←	166/404	↴		←	987/765
															337/514	→		↖	410/1040	→		↖	364/462
															139/190	↴		↑	170/373	↴		↑	314/355
																		↗				↗	901/1301
																							123/418
16 Dwy 3/Napa St					**17 Dwy 4/Napa St**					**18 Dwy 5/Napa St**					**19 Haven Ave/4th St**				**20 Milliken Ave/4th St**				
160/157	361/223	104/32		68/26	495/143	1234/1116	414/384		410/541						152/183								
↰	↓	↳			↰	↓	↳								↰	↓	↳						
88/198	↴		←	447/299	107/336	↴		←	253/170						←	436/701							
277/567	→		↖	73/62	134/449	→		↖	141/87						↖	419/571							
114/168	↴		↑	164/161	79/96	↴		↑	118/46						↑	202/186							
			↗	354/367				↗	732/980						↗	2154/2112							
				133/131					89/109							585/670							
21 Etiwanda Ave/Miller St					**22 Etiwanda Ave/Slover Ave**																		

FIGURE 15

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Napa Warehouse
Opening Year (2022) Without Project Alternative 1 Peak Hour Traffic Volumes

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Table E: Opening Year (2022) With Project Alternative 1 Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project						With Project					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Delay	LOS		Delay	LOS		Delay	LOS		Delay	LOS	
1 . I-15 Southbound Rmp/4th Street	Caltrans	D	Signal	82.8	F	*	>100	F	*	82.7	F	*	>100	F	*
2 . I-15 Northbound Rmp/4th Street	Caltrans	D	Signal	33.9	C		51.3	D		34.1	C		41.2	D	
3 . Wineville Avenue/4th Street	Rancho Cucamonga	D	Signal	22.1	C		23.8	C		21.9	C		23.7	C	
4 . Barrington Avenue/4th Street	Rancho Cucamonga	D	Signal	10	A		10	A		10.1	B		10.2	B	
5 . Etiwanda Avenue/Foothill Boulevard	Rancho Cucamonga	D	Signal	56.8	E	*	94.1	F	*	59.8	E	*	98.1	F	*
6 . Etiwanda Avenue/Arrow Route	Rancho Cucamonga	D	Signal	71.0	E	*	47.8	D		72.6	E	*	49.9	D	
7 . Etiwanda Avenue/Whittram Avenue	Rancho Cucamonga	D	Signal	>100	F	*	38.1	D		>100	F	*	33.1	C	
8 . Etiwanda Avenue/Napa Street	Rancho Cucamonga	D	Signal	49.3	D		51.3	D		69.1	E	*	80.5	F	*
9 . Etiwanda Avenue/6th Street	Rancho Cucamonga	D	TWSC	64.6	F	*	45.1	E	*	>100	F	*	85.2	F	*
10 . Etiwanda Avenue/4th St-San Bern. Avenue	Rancho Cucamonga	D	Signal	42.5	D		42.3	D		49.9	D		53	D	
11 . Etiwanda Avenue/Valley Boulevard	Ontario	D	Signal	13.5	B		13.2	B		13.1	B		13	B	
12 . Etiwanda Avenue/I-10 Westbound Ramps	Caltrans	D	Signal	12.4	B		8.9	A		12.4	B		8.6	A	
13 . Etiwanda Avenue/I-10 Eastbound Ramps	Caltrans	D	Signal	45.3	D		11.8	B		39	D		11.9	B	
14 . Driveway 1/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9.3	A		10.8	B	
15 . Driveway 2/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9.2	A		10.3	B	
16 . Driveway 3/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9.1	A		9.7	A	
17 . Driveway 4/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9	A		9.3	A	
18 . Driveway 5/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9	A		9.1	A	
19 . Haven Avenue/4th Street	Ontario	D	Signal	42.5	D		58.5	E	*	42.9	D		58.9	E	*
20 . Milliken Avenue/4th Street	Ontario	D	Signal	41.4	D		71.1	E	*	41.4	D		72.2	E	*
21 . Etiwanda Avenue/Miller Street	Rancho Cucamonga	D	Signal	51.8	D		46.1	D		42.7	D		47	D	
22 . Etiwanda Avenue/Slover Avenue	Ontario	D	Signal	96.7	F	*	>100	F	*	>100	F	*	>100	F	*

Notes:

* Exceeds LOS Standard

LOS = Level of Service

9.3 Opening Year (2022) With Project Alternative 1 Levels of Service

A level of service analysis was conducted for opening year (2022) with project Alternative 1 conditions to determine circulation system performance. Opening year (2022) with project Alternative 1 traffic volumes at study intersections are shown in Figure 16. Detailed volume development worksheets are included in Appendix B. The opening year with project Alternative 1 levels of service for the study area intersections are summarized in Table E. Level of service calculation worksheets are contained in Appendix C. As shown in Table E, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- I-15 Southbound Ramps/4th Street (a.m. and p.m. peak hours);
- Etiwanda Avenue/Foothill Boulevard (a.m. and p.m. peak hours);
- Etiwanda Avenue/Arrow Route (a.m. peak hour);
- Etiwanda Avenue/Whittram Avenue (a.m. peak hour);
- Etiwanda Avenue/Napa Street (a.m. and p.m. peak hours);
- Etiwanda Avenue/6th Street (a.m. and p.m. peak hours);
- Haven Avenue/4th Street (p.m. peak hour);
- Milliken Avenue/4th Street (p.m. peak hour); and
- Etiwanda Avenue/Slover Avenue (a.m. and p.m. peak hours).

It should be noted that with the exception of Etiwanda Avenue/Napa Street, the intersections above operate at unsatisfactory levels of service under without project conditions and the project contributes to these pre-existing unsatisfactory operations.

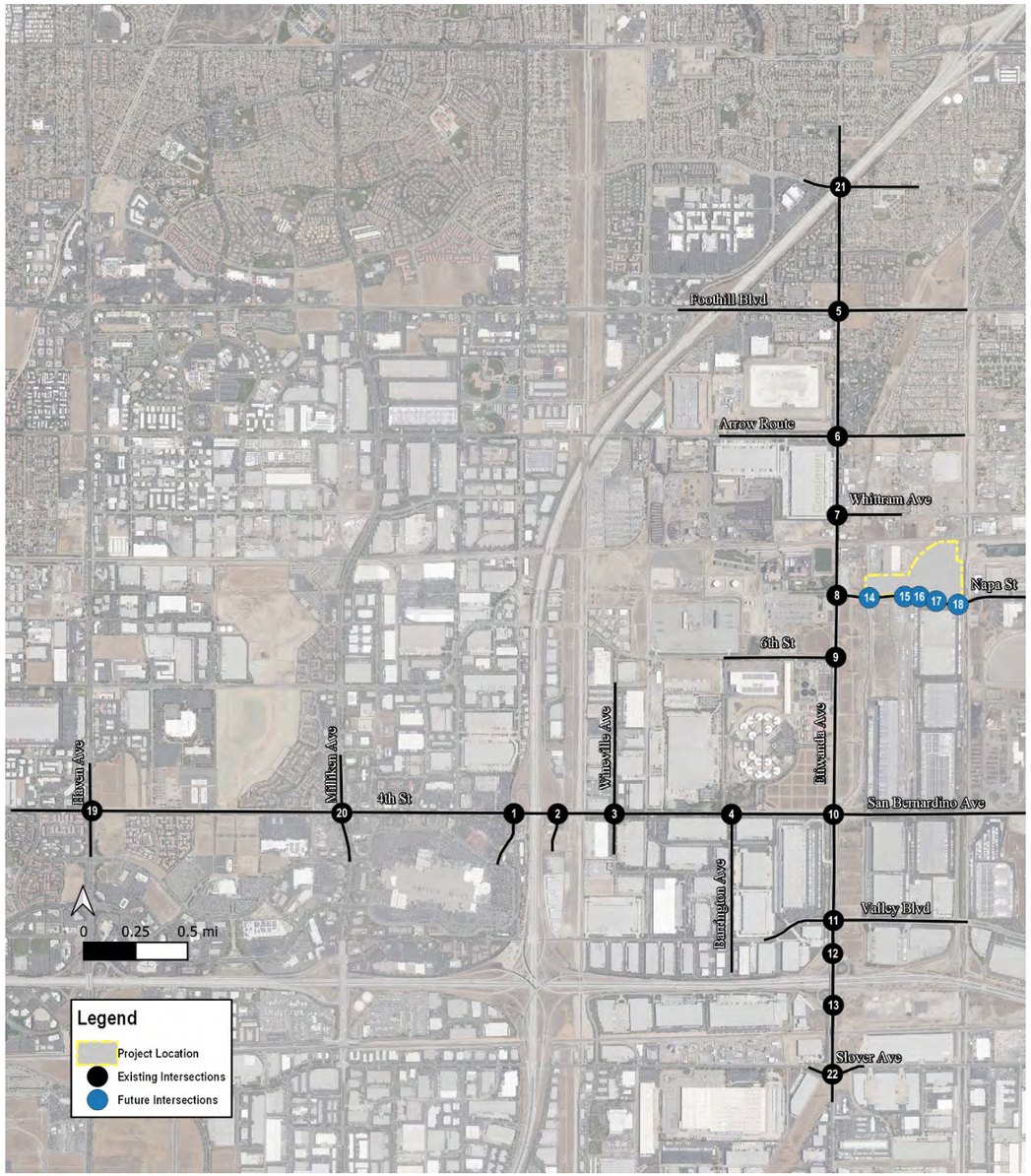
9.4 Year 2040 Without Project Alternative 1 Levels of Service

A level of service analysis was conducted for Year 2040 without project Alternative 1 conditions to determine circulation system performance. Figure 17 shows the year 2040 without project Alternative 1 lane geometrics and stop controls at the study intersections. Year 2040 without project Alternative 1 traffic volumes at study intersections are shown in Figure 18. Detailed volume development worksheets are included in Appendix B. Year 2040 without project Alternative 1 levels of service for the study area intersections are summarized in Table F. Level of service calculation worksheets are contained in Appendix C. As shown in Table F, all study area intersections are forecast to operate at satisfactory levels of service except for the following locations:

- I-15 Southbound Ramps/4th Street (a.m. and p.m. peak hours);
- Etiwanda Avenue/Foothill Boulevard (a.m. and p.m. peak hours);
- Etiwanda Avenue/Arrow Route (a.m. and p.m. peak hours);
- Etiwanda Avenue/Whittram Avenue (a.m. peak hour);
- Etiwanda Avenue/Napa Street (p.m. peak hour);
- Etiwanda Avenue/6th Street (a.m. and p.m. peak hours);
- Etiwanda Avenue/I-10 Eastbound Ramps (a.m. peak hour);
- Haven Avenue/4thStreet (p.m. peak hour);
- Milliken Avenue/4th Street (p.m. peak hour); and
- Etiwanda Avenue/Slover Avenue (a.m. and p.m. peak hours).

9.5 Year 2040 With Project Alternative 1 Intersections Levels of Service

A level of service analysis was conducted for year 2040 with project Alternative 1 conditions to determine circulation system performance. Year 2040 with project Alternative 1 traffic volumes at study intersections are shown in Figure 19. Year 2040 with project Alternative 1 levels of service for the study area intersections are summarized in Table F.



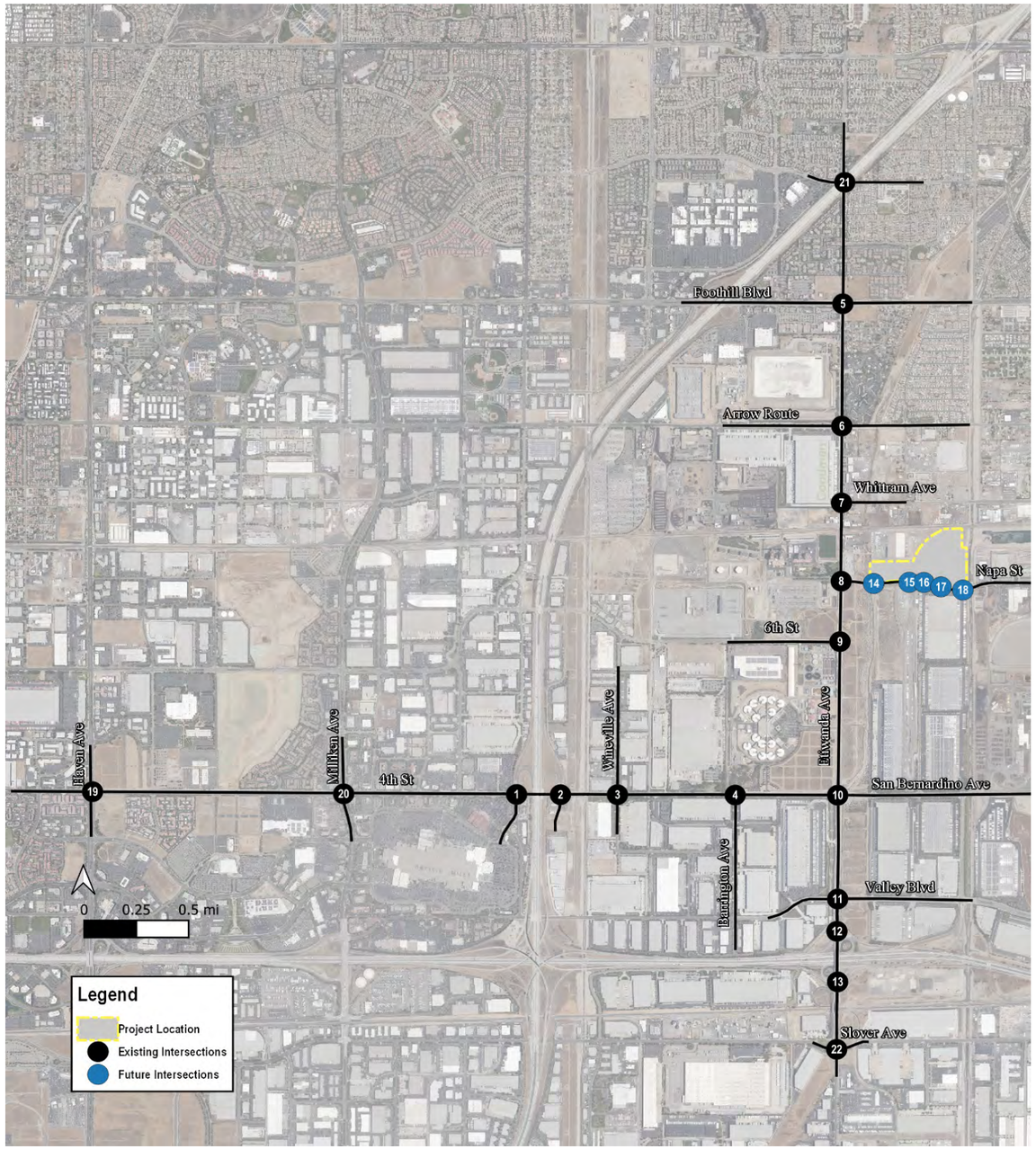
1 I-15 SB Rmp/4th St	2 I-15 NB Rmp/4th St	3 Wineville Av/4th St	4 Barrington Av/4th St	5 Etiwanda Av/Foothill Blvd
873/601 ↲ 220/309 ↓ 240/135 ↳ 593/1156 ⤵ 245/544 ↱ 474/1321 → 1526/1363 ← 83/138 ⤴ 119/230 ↰ 96/158 ↰ 71/308 ↑ 93/353 ↱	1117/917 ↲ 73/71 ↓ 614/252 ↳ 189/845 ⤵ 97/247 ↱ 540/856 → 654/1114 ← 78/98 ⤴ 47/78 ↰ 121/126 ↰ 22/76 ↑ 67/59 ↱	93/192 ↲ 12/15 ↓ 50/153 ↳ 275/51 ⤵ 149/95 ↱ 789/1070 → 669/1153 ← 142/31 ⤴ 23/2 ↰ 42/108 ↰ 14/20 ↑ 8/7 ↱	522/1134 → 743/932 ← 141/31 ⤴ 23/2 ↰ 41/107 ↰ 8/7 ↱	287/195 ↲ 473/284 ↓ 79/75 ↳ 87/302 ⤵ 100/83 ↱ 612/1192 → 1551/895 ← 350/275 ⤴ 384/162 ↰ 206/387 ↰ 277/428 ↑ 97/278 ↱
6 Etiwanda Av/Arrow Rte	**7 Etiwanda Av/Whittram Av**	**8 Etiwanda Av/Napa St**	**9 Etiwanda Av/6th St**	**10 Etiwanda Av/4th St-San Bern. Av**
480/114 ↲ 614/398 ↓ 93/166 ↳ 75/373 ⤵ 149/211 ↱ 247/670 → 827/441 ← 196/443 ⤴ 152/68 ↰ 368/184 ↰ 233/692 ↑ 56/132 ↱	2/2 ↲ 919/661 ↓ 66/233 ↳ 1/0 ⤵ 138/71 ↱ 0/2 → 353/243 ← 2/1 ⤴ 1/1 ↰ 480/941 ↑ 186/345 ↱	49/25 ↲ 950/741 ↓ 210/239 ↳ 16/59 ⤵ 113/264 ↱ 18/68 ⤴ 200/341 ↰ 57/27 ↰ 606/1003 ↑ 374/193 ↱	23/42 ↲ 1138/1072 ↓ 33/27 ⤵ 37/44 ⤴ 37/19 ↰ 981/1230 ↑	260/390 ↲ 824/804 ↓ 66/114 ↳ 265/296 ⤵ 79/91 ↱ 168/572 → 364/359 ← 105/352 ⤴ 342/225 ↰ 291/290 ↰ 832/857 ↑ 48/72 ↱
11 Etiwanda Av/Valley Blvd	**12 Etiwanda Av/I-10 WB Ramps**	**13 Etiwanda Av/I-10 EB Ramps**	**14 Dwy 1/Napa St**	**15 Dwy 2/Napa St**
115/27 ↲ 1081/1288 ↓ 37/29 ↳ 16/59 ⤵ 55/55 ↱ 44/82 → 47/90 ← 69/338 ⤴ 165/194 ↰ 259/117 ↰ 1121/1127 ↑ 120/124 ↱	445/463 ↲ 932/1373 ↓ 542/408 ⤵ 642/329 ↰ 893/931 ↑ 351/620 ↱	128/425 ↲ 1427/1275 ↓ 342/291 ⤵ 725/404 ⤴ 891/1254 ↑ 391/628 ↱	23/108 ↲ 104/69 ⤵ 481/363 → 290/497 ←	23/108 ↲ 104/69 ⤵ 376/294 → 266/388 ←
16 Dwy 3/Napa St	**17 Dwy 4/Napa St**	**18 Dwy 5/Napa St**	**19 Haven Ave/4th St**	**20 Milliken Ave/4th St**
20/90 ↲ 87/58 ⤵ 289/237 → 247/298 ←	8/36 ↲ 35/23 ⤵ 254/214 → 239/262 ←	17/31 ↲ 30/25 ⤵ 228/191 → 223/236 ← 4/2 ↱ 1/5 ↰	62/135 ↲ 1721/2069 ↓ 115/247 ↳ 90/85 ⤵ 153/187 ↱ 361/530 → 441/726 ← 139/190 ⤴ 420/575 ↰ 202/186 ↰ 2154/2112 ↑ 588/672 ↱	141/163 ↲ 1106/1211 ↓ 400/644 ↳ 166/404 ⤵ 446/462 ↱ 441/1061 → 994/797 ← 170/373 ⤴ 365/466 ↰ 314/355 ↰ 901/1301 ↑ 126/420 ↱
21 Etiwanda Ave/Miller St	**22 Etiwanda Ave/Slover Ave**			
160/157 ↲ 385/239 ↓ 104/32 ↳ 88/198 ⤵ 68/26 ↱ 277/567 → 447/299 ← 121/173 ⤴ 80/67 ↰ 166/168 ↰ 359/392 ↑ 135/138 ↱	496/147 ↲ 1239/1141 ↓ 416/391 ↳ 110/338 ⤵ 417/546 ↱ 134/449 → 253/170 ← 79/96 ⤴ 141/87 ↰ 118/46 ↰ 756/996 ↑ 89/109 ↱			

FIGURE 16

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Napa Warehouse
Opening Year (2022) With Project Alternative 1 Peak Hour Traffic Volumes

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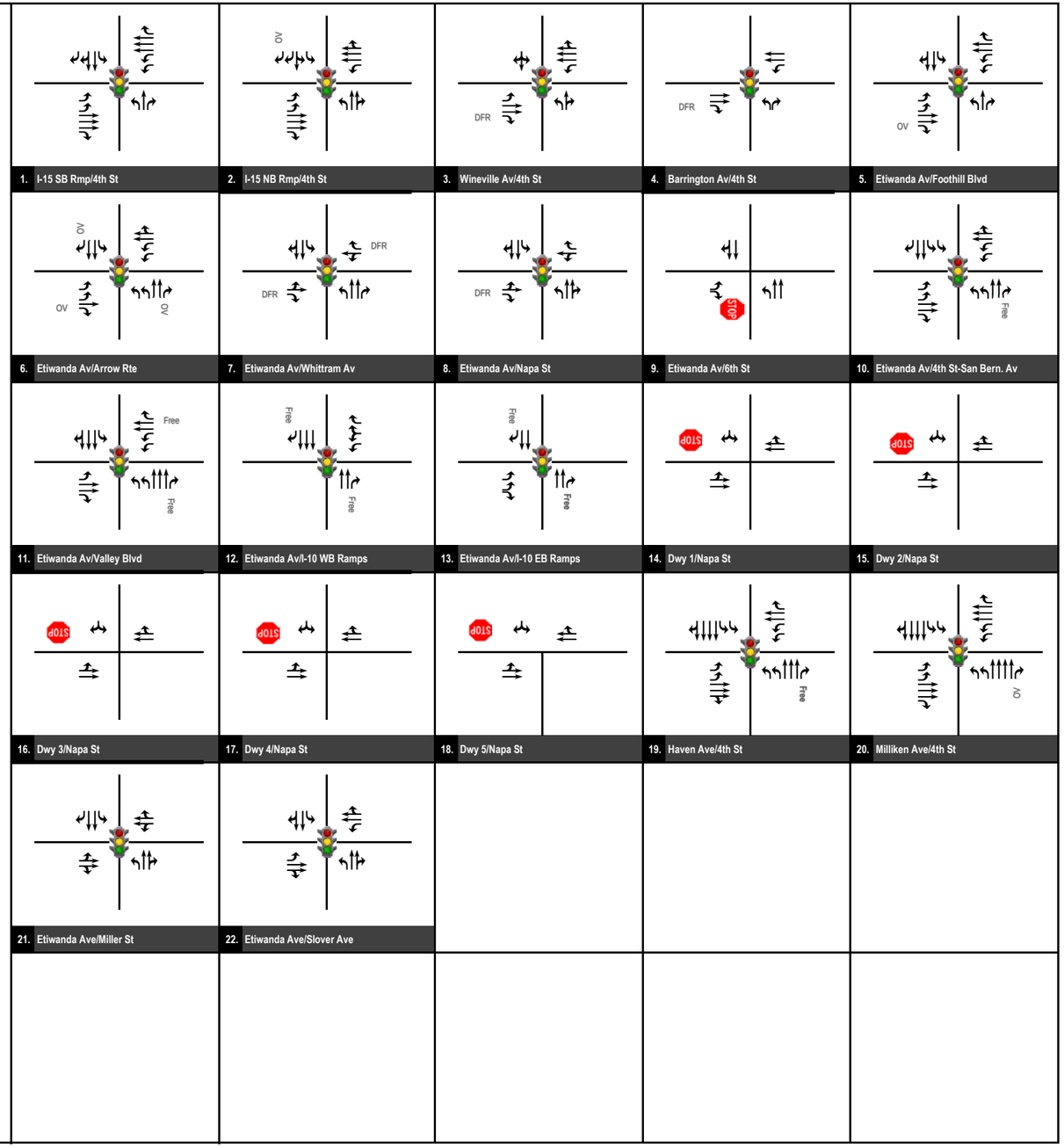


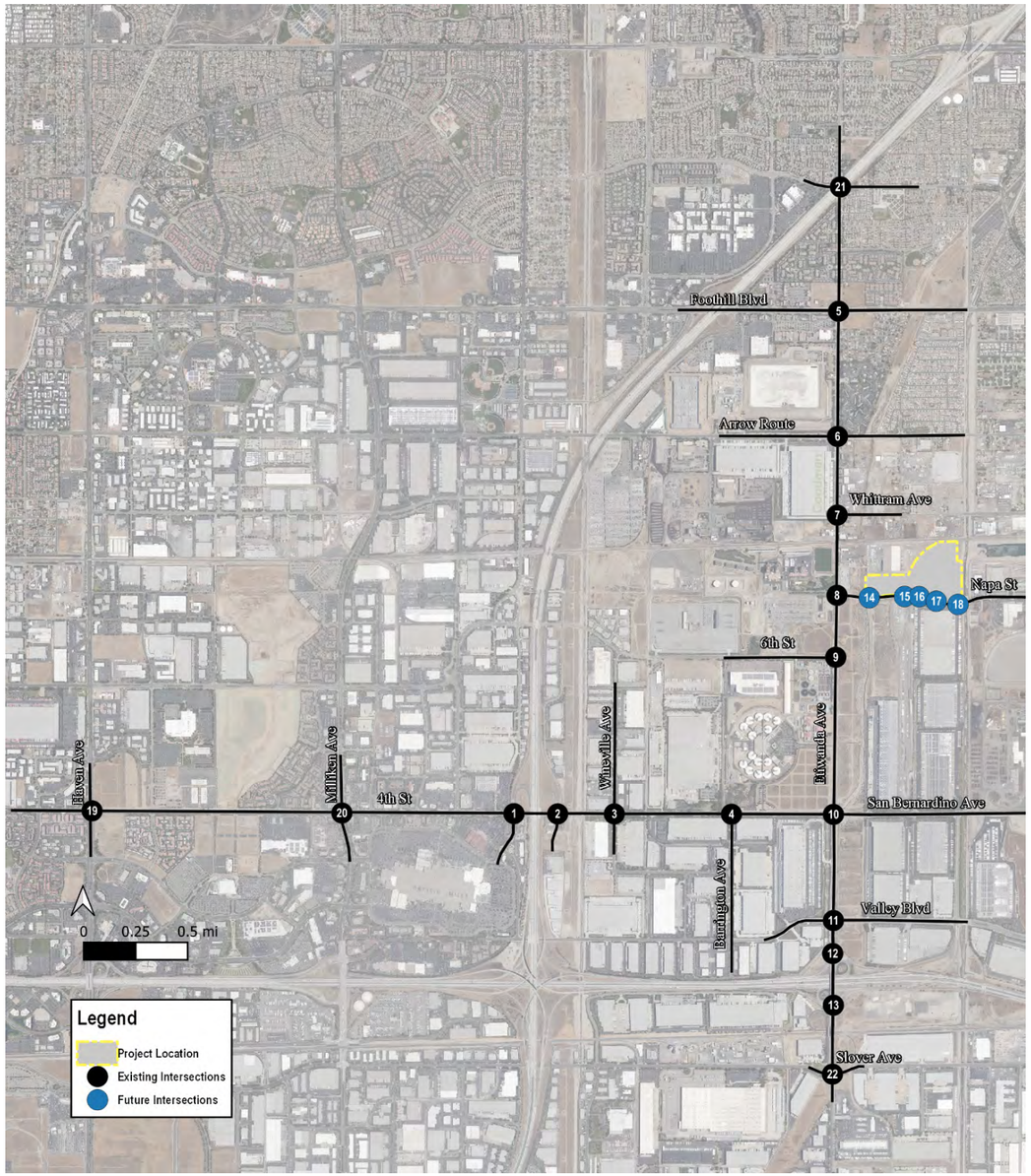
FIGURE 17

Legend

Traffic Signal
STOP Stop Sign
O RT Overlap
d Defacto right turn
Free Free Right-Turn

Napa Warehouse
Year 2040 Without Project Alternative 1 Intersection Geometrics and Stop Control

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887/622	231/324	252/142			246/545	1267/998	86/79	740/277			134/270	115/207	16/17	61/176			182/106			760/910		424/205	470/272	106/79			105/87
					1593/1389						773/1140						795/1170										1629/940
623/1214			101/167	75/323	125/242	207/976			139/132	24/80	54/82	350/65			51/115	18/22	28/2	514/1165		43/112	8/7	93/440			207/373	281/407	393/163
479/1465						633/1040						923/1274						148/33				833/1268					
87/145					98/423	85/118				81/63		181/41				9/8						335/344					99/280
1 I-15 SB Rmp/4th St						2 I-15 NB Rmp/4th St						3 Wineville Av/4th St						4 Barrington Av/4th St				5 Etiwanda Av/Foothill Blvd					
504/120	689/359	130/249			166/222	2/2	1084/609	197/234			155/99	51/26	1139/778	173/146			81/214	129/108	1605/1075			242/341	842/716	74/191			73/96
					937/496						341/236						152/128										382/377
79/392			380/203	223/710	415/93	1/0			1/1			17/62			60/28	638/1326		167/234				229/265			306/305	750/912	359/236
262/918						0/2						19/71					200/87	145/249				177/818					
172/446					97/380	2/1				473/1191	215/332									108/41	1043/1431	110/370					50/124
6 Etiwanda Av/Arrow Rte						7 Etiwanda Av/Whittram Av						8 Etiwanda Av/Napa St						9 Etiwanda Av/6th St				10 Etiwanda Av/4th St-San Bern. Av					
165/27	1540/1501	57/91			133/73	680/545	1423/1620				635/500	239/484	1950/1575					*Future Intersection*				*Future Intersection*					
					121/112						766/439																
13/83			354/163	1250/1414	451/243				1132/1511	646/786		532/529			1246/1768	575/798											
60/315												1017/588															
112/421					163/434																						
11 Etiwanda Av/Valley Blvd						12 Etiwanda Av/I-10 WB Ramps						13 Etiwanda Av/I-10 EB Ramps						14 Dwy 1/Napa St				15 Dwy 2/Napa St					
Future Intersection						*Future Intersection*						*Future Intersection*						85/142	1807/2172	231/382		146/171	1390/1272	417/674			467/481
																											1036/803
																		95/89				244/459					448/539
																		473/641				431/1151					
																		146/200				254/536					
16 Dwy 3/Napa St						17 Dwy 4/Napa St						18 Dwy 5/Napa St						19 Haven Ave/4th St				20 Milliken Ave/4th St					
184/161	392/234	123/34			79/27	601/208	1793/1362	573/592			634/673							246/195	2262/2218	897/684		330/482	946/1466	129/576			
					523/313						334/268																
96/205			182/166	388/385	86/66	164/511			171/80	1023/1362	222/150																
320/596						211/697																					
128/173					158/139	150/147				140/168																	
21 Etiwanda Ave/Miller St						22 Etiwanda Ave/Slover Ave																					

FIGURE 18

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Napa Warehouse
Year 2040 Without Project Alternative 1 Peak Hour Traffic Volumes

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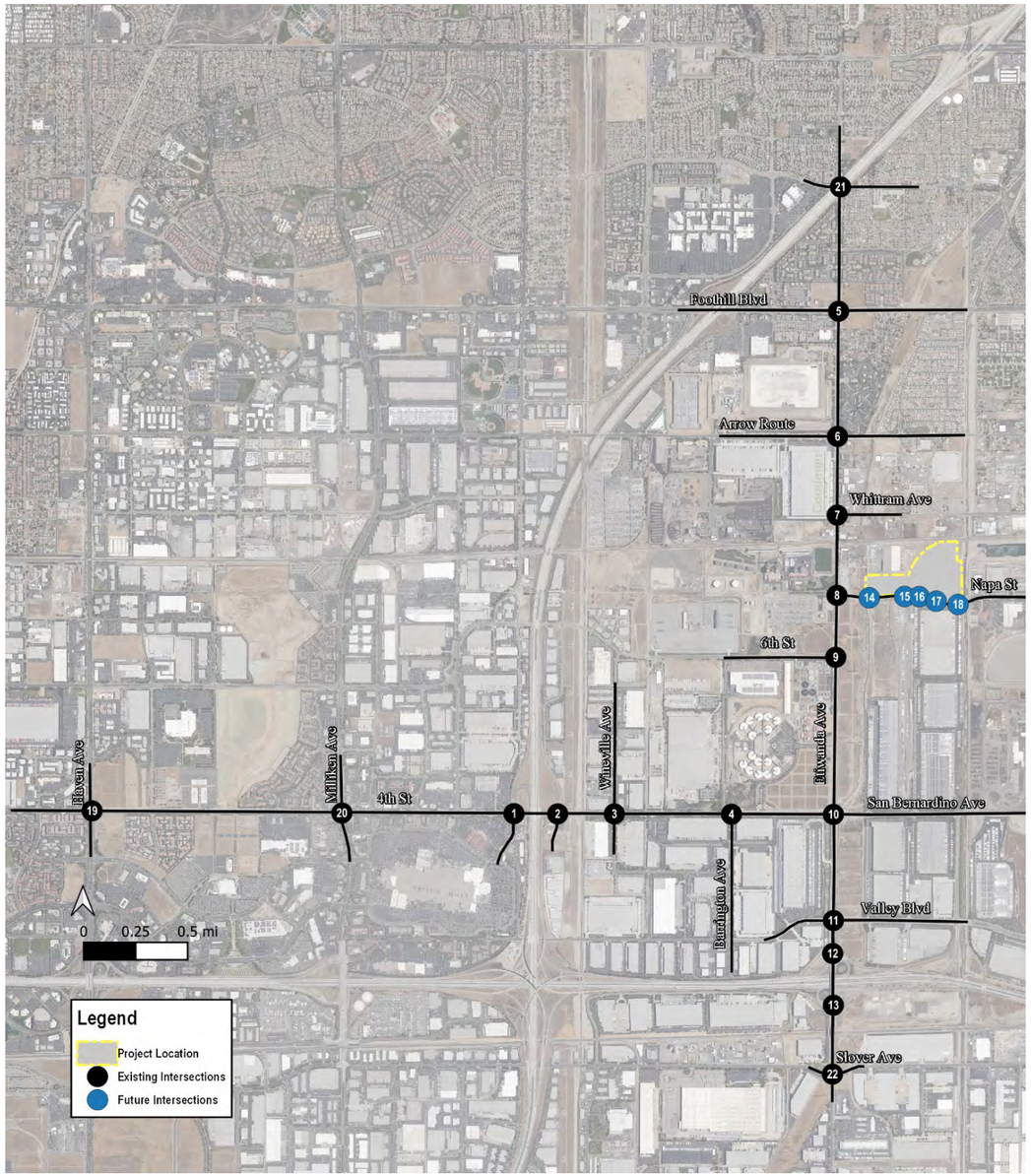
Table F: Year 2040 With Project Alternative 1 Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project						With Project					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Delay	LOS		Delay	LOS		Delay	LOS		Delay	LOS	
1 . I-15 Southbound Rmp/4th Street	Caltrans	D	Signal	81.3	F	*	94.1	F	*	81.5	F	*	98.4	F	*
2 . I-15 Northbound Rmp/4th Street	Caltrans	D	Signal	41.9	D		40.5	D		42.7	D		41.6	D	
3 . Wineville Avenue/4th Street	Rancho Cucamonga	D	Signal	23.4	C		24	C		23.3	C		23.9	C	
4 . Barrington Avenue/4th Street	Rancho Cucamonga	D	Signal	9.9	A		9.5	A		10	A		10	A	
5 . Etiwanda Avenue/Foothill Boulevard	Rancho Cucamonga	D	Signal	72.6	E	*	81.3	F	*	76.7	E	*	83.9	F	*
6 . Etiwanda Avenue/Arrow Route	Rancho Cucamonga	D	Signal	67.6	E	*	70.2	E	*	66.5	E	*	74.4	E	*
7 . Etiwanda Avenue/Whittram Avenue	Rancho Cucamonga	D	Signal	>100	F	*	29.4	C		>100	F	*	30.8	C	
8 . Etiwanda Avenue/Napa Street	Rancho Cucamonga	D	Signal	52.4	D		62.5	E	*	70.5	E	*	>100	F	*
9 . Etiwanda Avenue/6th Street	Rancho Cucamonga	D	TWSC	>100	F	*	>100	F	*	>100	F	*	>100	F	*
10 . Etiwanda Avenue/4th St-San Bern. Avenue	Rancho Cucamonga	D	Signal	40	D		44.5	D		43.3	D		53.8	D	
11 . Etiwanda Avenue/Valley Boulevard	Ontario	D	Signal	23.3	C		17.3	B		24.6	C		17.4	B	
12 . Etiwanda Avenue/I-10 Westbound Ramps	Caltrans	D	Signal	11	B		8.4	A		11.1	B		8.3	A	
13 . Etiwanda Avenue/I-10 Eastbound Ramps	Caltrans	D	Signal	>100	F	*	17.8	B		>100	F	*	18.1	B	
14 . Driveway 1/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9.3	A		11.3	B	
15 . Driveway 2/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9.2	A		10.7	B	
16 . Driveway 3/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9.1	A		10.1	B	
17 . Driveway 4/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9	A		9.6	A	
18 . Driveway 5/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9	A		9.5	A	
19 . Haven Avenue/4th Street	Ontario	D	Signal	40.4	D		63.5	E	*	43.1	D		66.3	E	*
20 . Milliken Avenue/4th Street	Ontario	D	Signal	40.3	D		75.4	E	*	40.9	D		70.5	E	*
21 . Etiwanda Avenue/Miller Street	Rancho Cucamonga	D	Signal	43.9	D		52.9	D		43.9	D		54.4	D	
22 . Etiwanda Avenue/Slover Avenue	Ontario	D	Signal	>100	F	*	>100	F	*	>100	F	*	>100	F	*

Notes:

* Exceeds LOS Standard

LOS = Level of Service



887/622	231/324	252/142	↱ 257/570			1267/998	86/79	764/296	↱ 134/270			115/207	16/17	61/176	↱ 182/106				← 779/975			424/205	508/297	106/79	↱ 105/87
↲	↓	↳	← 1602/1429			↲	↓	↳	← 792/1205			↲	↓	↳	← 814/1235				↰ 24/2			↲	↓	↳	← 1629/940
623/1214 ↳			↰ 125/242			207/976 ↳			↰ 54/82			350/65 ↳			↰ 28/2			577/1209 →	↰	↱		93/440 ↳			↰ 403/170
517/1490 →			↑ 75/323	↱ 98/423		671/1065 →			↑ 24/80	↱ 81/63		986/1318 →			↑ 51/115	↱ 18/22		148/33 ↲		43/112	↱ 8/7	833/1268 →			↑ 290/447	↱ 101/291
87/145 ↲			101/167 ↰			85/118 ↲			139/132 ↰			181/41 ↲			51/115 ↰							366/365 ↲			216/405 ↰	
1 I-15 SB Rmp/4th St						**2 I-15 NB Rmp/4th St**						**3 Wineville Av/4th St**						**4 Barrington Av/4th St**				**5 Etiwanda Av/Foothill Blvd**				
504/120	772/415	130/249	↱ 166/222			2/2	1205/690	197/234	↱ 155/99			51/26	1139/778	322/246	↱ 117/369			131/119	1658/1284			261/406	871/838	79/213	↱ 94/110
↲	↓	↳	← 937/496			↲	↓	↳	← 369/254			↲	↓	↳	← 207/347			↲	↓			↲	↓	↳	← 382/377
79/392 ↳			↰ 425/100			1/0 ↳			↰ 1/1	↑	↱	17/62 ↳			↰ 60/28	↑	↱	177/241 ↳		↰	↑	292/309 ↳			↰ 359/236
262/918 →			↑ 244/796	↱ 99/391		0/2 →			↑ 503/1317	↱ 221/361		19/71 ↲			↑ 638/1326	↱ 412/230		145/249 ↲		108/41	↑ 1244/1568	177/818 →			↑ 868/991	↱ 50/124
200/464 ↲			386/232 ↰			2/1 ↲			1/1 ↰						60/28 ↰							110/370 ↲			306/305 ↰	
6 Etiwanda Av/Arrow Rte						**7 Etiwanda Av/Whittram Av**						**8 Etiwanda Av/Napa St**						**9 Etiwanda Av/6th St**				**10 Etiwanda Av/4th St-San Bern. Av**				
167/34	1567/1616	57/91	↱ 133/73			694/601	1436/1679		↱ 657/515			245/507	1958/1611					23/108				23/108			
↲	↓	↳	← 121/112			↲	↓		↰ 766/439			↲	↓					↲		←	301/608	↲			←	277/499
20/88 ↳			↰ 451/243									586/566 ↳						104/69 ↳				104/69 ↳				
60/315 →			354/163 ↑	1361/1488 ↱	163/434				↑ 1221/1571	↱ 646/786		1017/588 ↲			↑ 1281/1791	↱ 575/798		630/407 →				525/338 →				
112/421 ↲																										
11 Etiwanda Av/Valley Blvd						**12 Etiwanda Av/I-10 WB Ramps**						**13 Etiwanda Av/I-10 EB Ramps**						**14 Dwy 1/Napa St**				**15 Dwy 2/Napa St**				
	20/90		← 258/409				8/36		← 250/373				17/31		← 233/342			85/142	1807/2172	234/384	↱ 155/271	146/171	1390/1272	420/676	↱ 468/485
	↲						↲						↲					↲	↓	↳	← 747/743	↲	↓	↳	← 1043/835
87/58 ↳						35/23 ↳						30/25 ↳						95/89 ↳			↰ 441/604	244/459 ↳			↰ 449/543
438/281 →						403/258 →						373/233 →						497/657 →			↑ 2262/2218	↱ 900/686	462/1172 →			↑ 946/1466	↱ 132/578
																		146/200 ↲		246/195	↰		254/536 ↲		330/482	↰	
16 Dwy 3/Napa St						**17 Dwy 4/Napa St**						**18 Dwy 5/Napa St**						**19 Haven Ave/4th St**				**20 Milliken Ave/4th St**				
184/161	416/250	123/34	↱ 79/27			602/212	1798/1387	575/599	↱ 641/678																	
↲	↓	↳	← 523/313			↲	↓	↳	← 334/268																	
96/205 ↳			↰ 93/71			167/513 ↳			↰ 222/150																	
320/596 →			↑ 184/173	↱ 393/410	160/146	211/697 →			↑ 171/80	↱ 1047/1398	140/168															
135/178 ↲						150/147 ↲																				
21 Etiwanda Ave/Miller St						**22 Etiwanda Ave/Slover Ave**																				

FIGURE 19

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Napa Warehouse
Year 2040 With Project Alternative 1 Peak Hour Traffic Volumes

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Level of service calculation worksheets are contained in Appendix C. As shown in Table F, all study area intersections are forecast to operate at satisfactory levels of service except for the following locations:

- I-15 Southbound Ramps/4th Street (a.m. and p.m. peak hours).
- Etiwanda Avenue/Foothill Boulevard (a.m. and p.m. peak hours).
- Etiwanda Avenue/Arrow Route (a.m. and p.m. peak hours).
- Etiwanda Avenue/Whittram Avenue (a.m. peak hour).
- Etiwanda Avenue/Napa Street (a.m. and p.m. peak hours).
- Etiwanda Avenue/6th Street (a.m. and p.m. peak hours);
- Etiwanda Avenue/I-10 Eastbound Ramps (a.m. peak hour);
- Haven Avenue/4th Street (p.m. peak hour);
- Milliken Avenue/4th Street (p.m. peak hour); and
- Etiwanda Avenue/Slover Avenue (a.m. and p.m. peak hours).

It should be noted that the intersections above operate at unsatisfactory levels of service under without project conditions and the project contributes to these pre-existing unsatisfactory operations.

10.0 ALTERNATIVE 1 CIRCULATION IMPROVEMENTS

The City guidelines require that circulation improvements be recommended at any intersection which operates at unsatisfactory level of service. These include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate.

10.1 Opening Year (2022) With Project Alternative 1 Conditions

Under opening year (2022) with project Alternative 1 conditions, the following improvements are recommended to restore satisfactory operations:

- I-15 Southbound Ramps/4th Street – Add overlap phasing to the northbound, southbound, and westbound right turn lanes and optimize the cycle lengths. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project Alternative 1 fair share calculations are shown in Table G. As shown in Table G, the project Alternative 1 fair share contribution at this intersection is 5.59%.
- Etiwanda Avenue/Foothill Boulevard – Add a southbound right-turn lane with overlap phasing. It should be noted that all other approaches also include dedicated right-turn lanes. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project Alternative 1 fair share calculations are shown in Table G. As shown in Table G, the project fair share contribution at this intersection is 10.87%.
- Etiwanda Avenue/Arrow Route – Re-stripe the north leg approach to include a second southbound left-turn lane. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project Alternative 1 fair share calculations are shown in Table G. As shown in Table G, the project fair share contribution at this intersection is 13.48%.
- Etiwanda Avenue/Whittram Avenue – Convert the east/west phasing from permitted to split-phase. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair

Table G: Project Alternative 1 Fair Share Calculations

Intersection	AM Peak Hour Total Volume 2020	AM Peak Hour Total Volume With Project	AM Peak Hour Total Growth	AM Peak Hour Project Trips	AM Peak Hour Project %	PM Peak Hour Total Volume 2020	PM Peak Hour Total Volume With Project	PM Peak Hour Total Growth	PM Peak Hour Project Trips	PM Peak Hour Project %	Project Fair Share %
1 . I-15 Southbound Rmp/4th Street	3,800	4,853	1,053	58	5.51%	5,480	7,091	1,611	90	5.59%	5.59%
5 . Etiwanda Avenue/Foothill Boulevard	3,726	5,073	1,347	99	7.35%	3,743	4,994	1,251	136	10.87%	10.87%
6 . Etiwanda Avenue/Arrow Route	2,938	4,203	1,265	150	11.85%	3,259	4,794	1,535	207	13.48%	13.48%
7 . Etiwanda Avenue/Whittram Avenue	1,675	2,656	981	185	18.86%	1,943	2,961	1,018	254	24.94%	24.94%
8 . Etiwanda Avenue/Napa Street	1,740	2,982	1,242	452	36.39%	1,856	3,484	1,628	617	37.90%	37.90%
13 . Etiwanda Avenue/I-10 Eastbound Ramps	3,384	5,662	2,278	103	4.52%	3,713	5,861	2,148	119	5.54%	5.54%
19 . Haven Avenue/4th Street	5,368	7,614	2,246	37	1.65%	6,396	8,360	1,964	53	2.70%	2.70%
20 . Milliken Avenue/4th Street	4,568	6,284	1,716	46	2.68%	6,400	8,675	2,275	65	2.86%	2.86%

- share contribution has been calculated. The project's fair share calculation is shown in Table G. As shown in Table G, the project fair share contribution at this intersection is 24.94%.
- Etiwanda Avenue/Napa Street – Add a northbound right-turn lane with overlap phasing and add overlap phasing to the westbound right-turn lane. These improvements are not included in any fee program.
- Etiwanda Avenue/6th Street – Install a traffic signal. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are included in the SBCTA Development Mitigation Nexus Study. The project will pay fees to these planned improvements.
- Haven Avenue/4th Street – Optimize the signal cycle length. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project's fair share calculation is shown in Table G. As shown in Table G, the project fair share contribution at this intersection is 2.70%.
- Milliken Avenue/4th Street – Add overlap phasing to the eastbound and westbound right-turn lanes. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project's fair share calculation is shown in Table G. As shown in Table G, the project fair share contribution at this intersection is 2.86%.
- Etiwanda Avenue/Slover Avenue – Add a second southbound left-turn lane, a southbound right-turn lane with overlap phasing, a second eastbound left-turn lane, and a westbound right-turn lane with overlap phasing. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are consistent with planned project between the City of Fontana and City of Ontario. The project will pay fees to these planned improvements.

The resulting levels of service for opening year (2022) with project Alternative 1 with improvements conditions are included in Table H. Figure 20 illustrates the recommended improvements. With the implementation of recommended improvements, all intersections will operate at satisfactory levels of service.

10.2 Year 2040 With Project Alternative 1 Conditions

Under year 2040 with project Alternative 1 conditions, the following improvements are recommended to restore satisfactory operations:

- I-15 Southbound Ramps/4th Street – Add overlap phasing to the northbound, southbound, and westbound right turn lanes and optimize the cycle lengths. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project Alternative 1 fair share calculations are shown in Table G. As shown in Table G, the project Alternative 1 fair share contribution at this intersection is 5.59%.
- Etiwanda Avenue/Foothill Boulevard – Add a southbound right-turn lane with overlap phasing. It should be noted that all other approaches also include dedicated right-turn lanes. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project Alternative 1 fair share calculations are shown in Table G. As shown in Table G, the project Alternative 1 fair share contribution at this intersection is 10.87%.
- Etiwanda Avenue/Arrow Route – Re-stripe the north leg approach to include a second southbound left-turn lane. This intersection operates at unsatisfactory LOS under without project conditions and the project

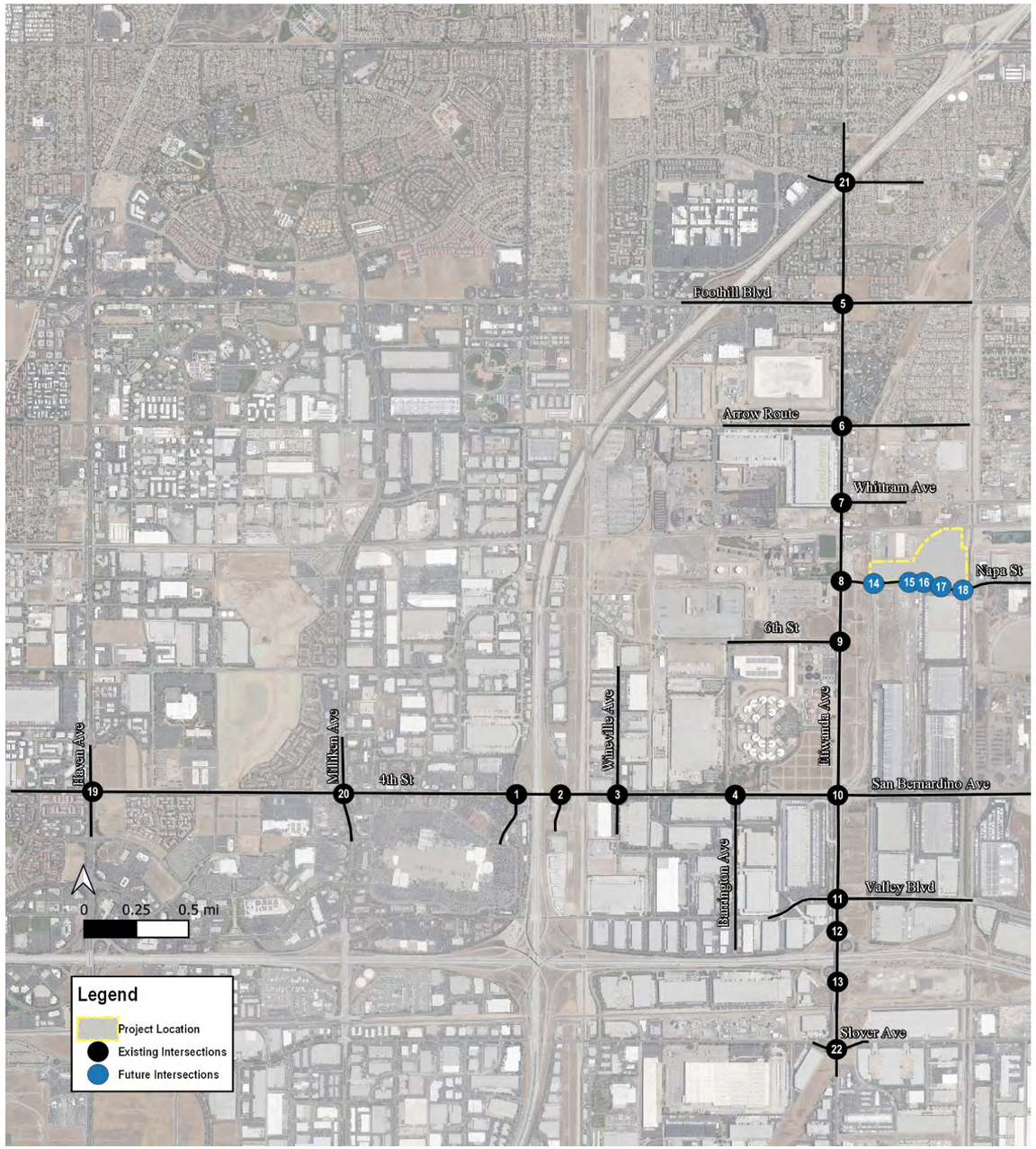
Table H: Opening Year (2022) With Project Alternative 1 With Improvements Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	With Project						With Project With Improvements			
				AM Peak Hour			PM Peak Hour			AM Peak Hour		PM Peak Hour	
				Delay	LOS		Delay	LOS		Delay	LOS	Delay	LOS
1 . I-15 Southbound Rmp/4th Street	Caltrans	D	Signal	82.7	F	*	>100	F	*	49.1	D	54.6	D
5 . Etiwanda Avenue/Foothill Boulevard	Rancho Cucamonga	D	Signal	59.8	E	*	98.1	F	*	41.6	D	41.2	D
6 . Etiwanda Avenue/Arrow Route	Rancho Cucamonga	D	Signal	72.6	E	*	49.9	D		51.0	D	46.9	D
7 . Etiwanda Avenue/Whittram Avenue	Rancho Cucamonga	D	Signal	>100	F	*	33.1	C		53.9	D	53.7	D
8 . Etiwanda Avenue/Napa Street	Rancho Cucamonga	D	Signal	69.1	E	*	80.5	F	*	49.6	D	46.1	D
9 . Etiwanda Avenue/6th Street	Rancho Cucamonga	D	Signal	>100	F	*	85.2	F	*	5.1	A	3.7	A
19 . Haven Avenue/4th Street	Ontario	D	Signal	42.9	D		58.9	E	*	42.8	D	54.4	D
20 . Milliken Avenue/4th Street	Ontario	D	Signal	41.4	D		72.2	E	*	39.1	D	53.2	D
22 . Etiwanda Avenue/Slover Avenue	Ontario	D	Signal	>100	F	*	>100	F	*	33.5	C	47.5	D

Notes:

* Exceeds LOS Standard

LOS = Level of Service



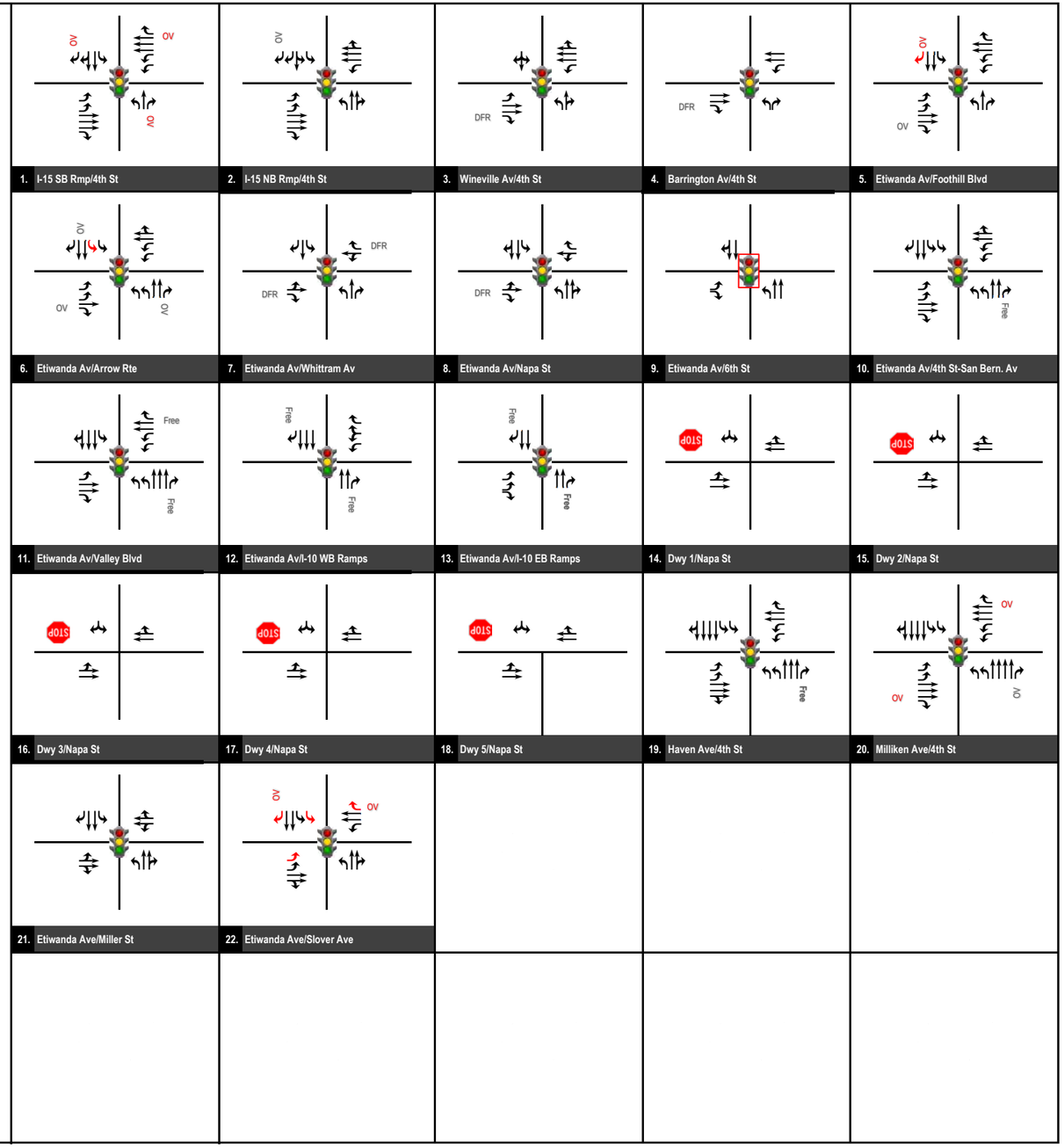


FIGURE 20

Legend

Traffic Signal
STOP Stop Sign
O RT Overlap
d Defacto right turn
Free Free Right-Turn

Napa E-Commerce Warehouse
Opening Year (2022) With Project Alternative 1 With Improvements Intersection Geometrics and Stop Control

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contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project Alternative 1 fair share calculations are shown in Table G. As shown in Table G, the project fair share contribution at this intersection is 13.48%.

- Etiwanda Avenue/Whittram Avenue – Convert the east/west phasing from permitted to split-phase. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project Alternative 1 fair share calculations are shown in Table G. As shown in Table G, the project Alternative 1 fair share contribution at this intersection is 24.94%.
- Etiwanda Avenue/Napa Street – Add a northbound right-turn lane with overlap phasing and add overlap phasing to the westbound right-turn lane. These improvements are not included in any fee program.
- Etiwanda Avenue/6th Street – Install a traffic signal. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are included in the SBCTA Development Mitigation Nexus Study. The project will pay fees to these planned improvements.
- Etiwanda Avenue/I-10 Eastbound Ramps – Re-stripe the eastbound left-turn lane to a dedicated right-turn lane. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project Alternative 1 fair share calculations are shown in Table G. As shown in Table G, the project fair share contribution at this intersection is 5.54%.
- Haven Avenue/4th Street – Add a northbound through lane. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project's fair share calculation is shown in Table G. As shown in Table G, the project fair share contribution at this intersection is 2.70%.
- Milliken Avenue/4th Street – Add overlap phasing to the eastbound and westbound right-turn lanes. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project's fair share calculation is shown in Table G. As shown in Table G, the project fair share contribution at this intersection is 2.86%.
- Etiwanda Avenue/Slover Avenue – Add a northbound through lane, a second southbound left-turn lane, a southbound right-turn lane with overlap phasing, a second eastbound left-turn lane, an eastbound right-turn lane with overlap phasing, and a westbound right-turn lane with overlap phasing. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are consistent with planned project between the City of Fontana and City of Ontario. The project will pay fees to these planned improvements.

The resulting levels of service for year 2040 with project Alternative 1 with improvements conditions are included in Table I. Figure 21 illustrates the recommended improvements. With the implementation of recommended improvements, all intersections will operate at satisfactory levels of service.

11.0 CALTRANS QUEUING ANALYSIS

With the implementation of SB 743, Caltrans has approved the Caltrans *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (May 2020). The guidelines provide guidance to Caltrans, lead agencies, developers, and consultants regarding Caltrans' review of vehicle miles traveled (VMT) impact analysis for land use projects and land use plans. The guidelines also state that future guidance will include a safety analysis approach that reduces risks all

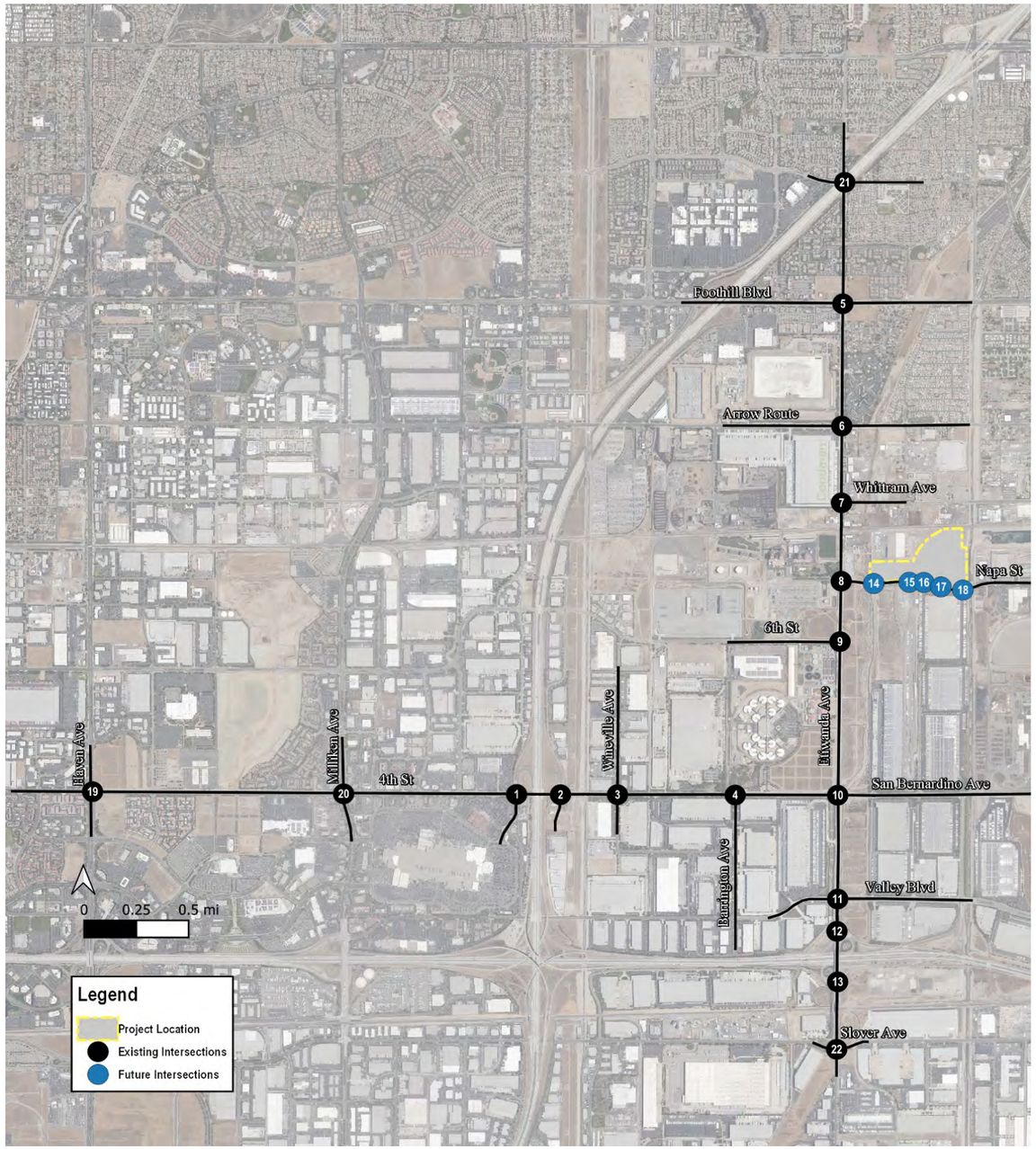
Table I: Year 2040 With Project Alternative 1 With Improvements Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	With Project						WP With Improvements					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Delay	LOS		Delay	LOS		Delay	LOS		Delay	LOS	
1 . I-15 Southbound Rmp/4th Street	Caltrans	D	Signal	81.5	F	*	98.4	F	*	41.2	D		50.2	D	
5 . Etiwanda Avenue/Foothill Boulevard	Rancho Cucamonga	D	Signal	76.7	E	*	83.9	F	*	52.6	D		54	D	
6 . Etiwanda Avenue/Arrow Route	Rancho Cucamonga	D	Signal	66.5	E	*	74.4	E	*	52.4	D		53.2	D	
7 . Etiwanda Avenue/Whittram Avenue	Rancho Cucamonga	D	Signal	>100	F	*	30.8	C		35	C		36.2	D	
8 . Etiwanda Avenue/Napa Street	Rancho Cucamonga	D	Signal	70.5	E	*	>100	F	*	51.2	D		50	D	
9 . Etiwanda Avenue/6th Street	Rancho Cucamonga	D	Signal	>100	F	*	>100	F	*	21.8	C		13.8	B	
13 . Etiwanda Avenue/I-10 Eastbound Ramps	Caltrans	D	Signal	>100	F	*	18.1	B		>100	F	*	15.5	B	
19 . Haven Avenue/4th Street	Ontario	D	Signal	43.1	D		66.3	E	*	37.8	D		50	D	
20 . Milliken Avenue/4th Street	Ontario	D	Signal	40.9	D		70.5	E	*	38.3	D		53.4	D	
22 . Etiwanda Avenue/Slover Avenue	Ontario	D	Signal	>100	F	*	>100	F	*	53.1	D		51.5	D	

Notes:

* Exceeds LOS Standard

LOS = Level of Service



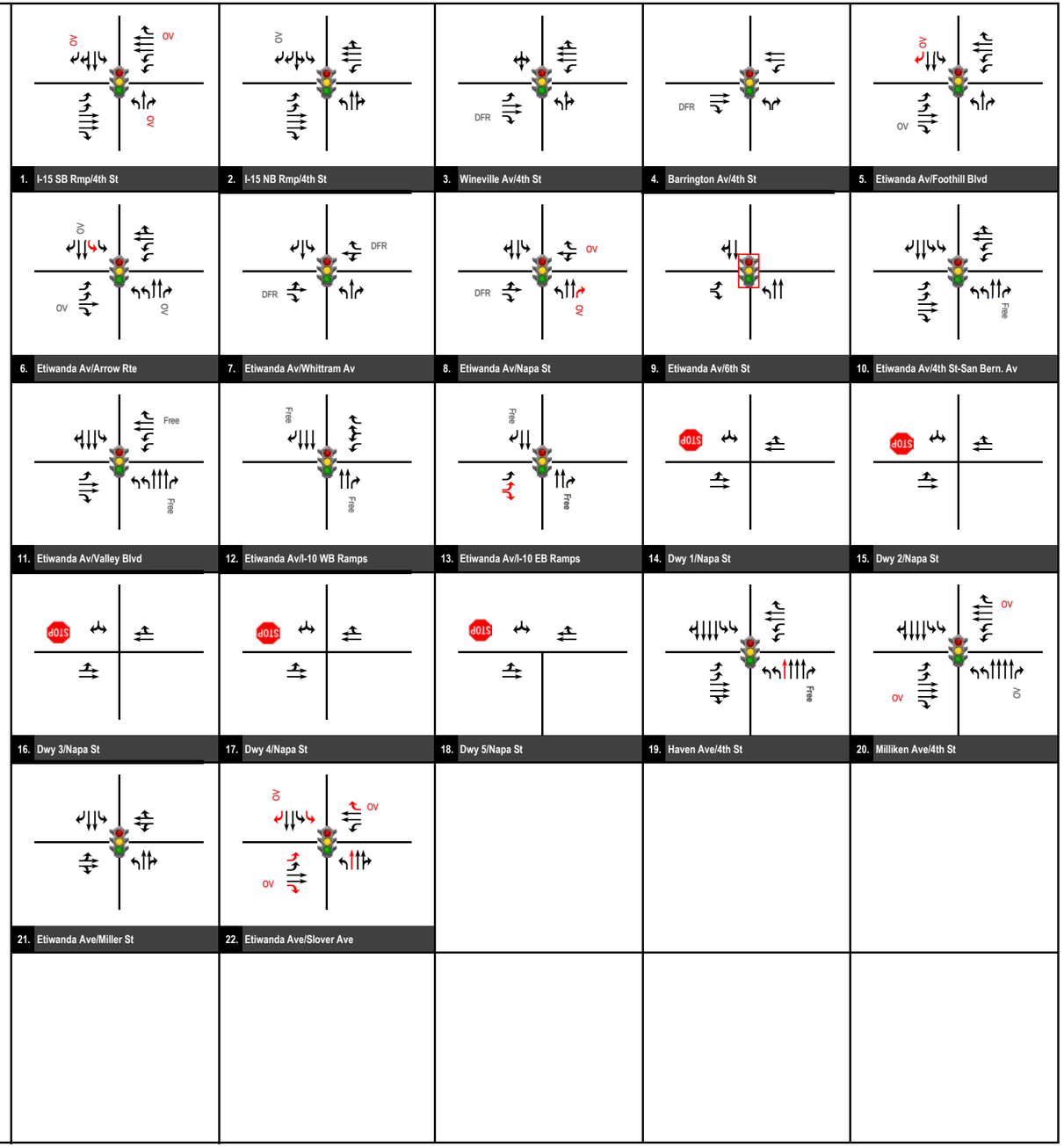


FIGURE 21

Legend

Traffic Signal
STOP Stop Sign
O RT Overlap
d Defacto right turn
Free Free Right-Turn

Napa E-Commerce Warehouse
Year 2040 With Project Alternative 1 With Improvements Intersection Geometrics and Stop Control

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road users and that focuses on multi-modal conflict analysis as wells as access management issues. This future guidance has been recently included in the *Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance* (December 2020). A freeway queuing analysis is included in the guidelines to determine if freeway ramp queues in the peak hour may extend into the freeway mainline and require a review of speed differential between the off-ramp queue and mainline. The queues at the Interstate 10 and 15 off-ramps were analyzed to determine if they extend into the freeway mainline. The queue analysis worksheets are included in Appendix D. As shown in Appendix D, the queues do not extend to the freeway mainline under existing, opening year, and year 2040 without and with project conditions. Therefore, the project will not require a review for speed differential between the off-ramp queue and the mainline of the freeway during the a.m. or p.m. peak hours.

PART III: ALTERNATIVE 2 – HIGH-CUBE WAREHOUSE AND WAREHOUSE ANALYSIS

12.0 PROJECT ALTERNATIVE 2 STUDY AREA INTERSECTIONS

As stated earlier, project Alternative 2 includes the construction of two warehouse buildings including a high-cube warehouse and standard warehouse. The study area intersections for Alternative 2 are based on the City guidelines, which require the analysis of intersections where the project will add 50 or more peak hour trips. The following study area intersections were analyzed for traffic operations under project Alternative 2:

1. I-15 Southbound Ramps and 4th Street (Caltrans).
2. I-15 Northbound Ramps and 4th Street (Caltrans).
3. Wineville Avenue and 4th Street (City of Rancho Cucamonga).
4. Barrington Avenue and 4th Street (City of Rancho Cucamonga).
5. Etiwanda Avenue and Napa Street (City of Rancho Cucamonga).
6. Etiwanda Avenue and 6th Street (City of Rancho Cucamonga).
7. Etiwanda Avenue and 4th St-San Bern. Avenue (City of Rancho Cucamonga).
8. Driveway 1 and Napa Street (City of Rancho Cucamonga).
9. Driveway 2 and Napa Street (City of Rancho Cucamonga).
10. Driveway 3 and Napa Street (City of Rancho Cucamonga).
11. Driveway 4 and Napa Street (City of Rancho Cucamonga); and
12. Driveway 5 and Napa Street (City of Rancho Cucamonga).

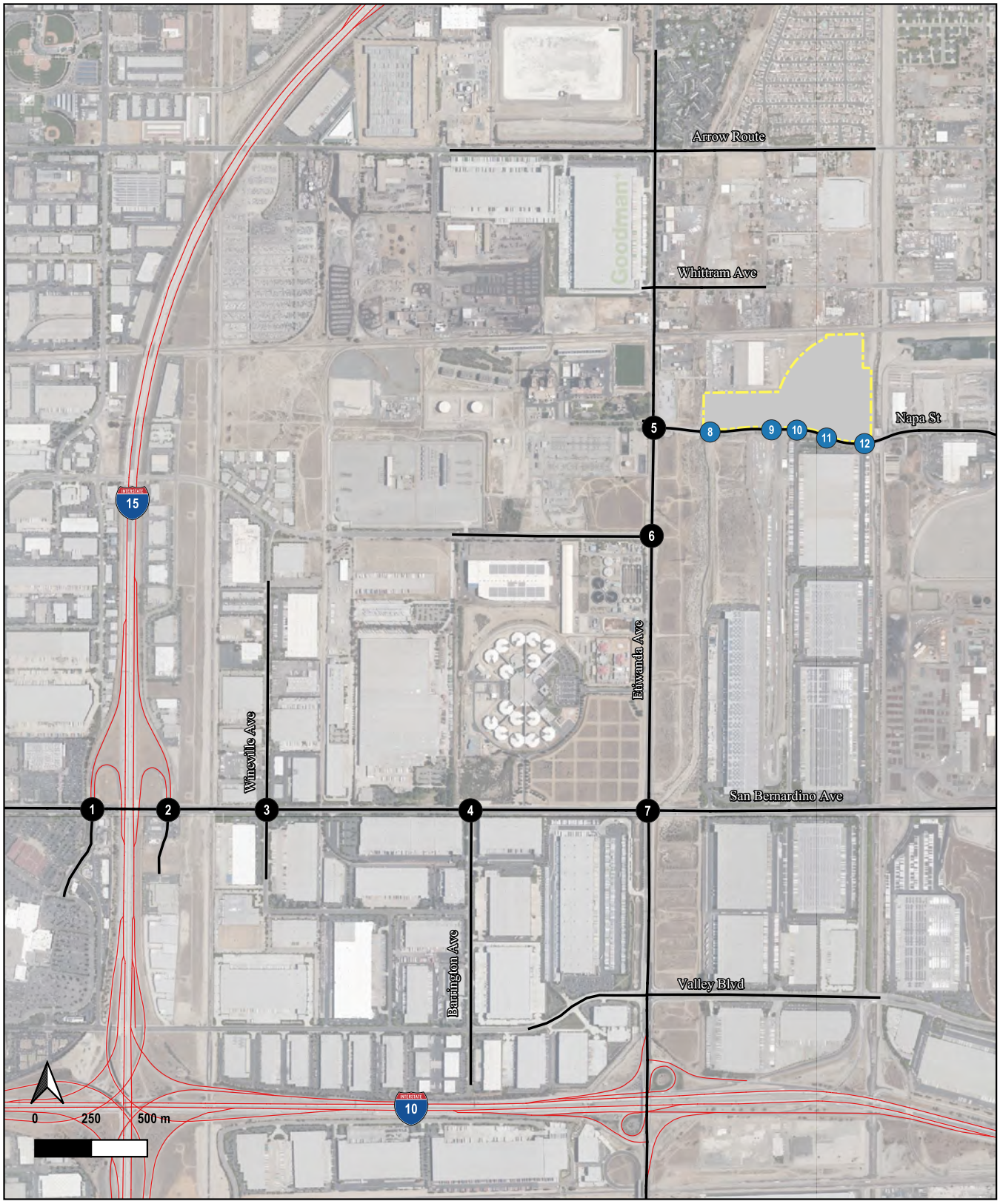
Figure 22 illustrates the project Alternative 2 study area intersections. The project opening year is 2022.

13.0 ALTERNATIVE 2 PROJECT DESCRIPTION

Alternative 2 proposes the construction of 655,878 total square feet of Warehousing uses on 35.38 acres. This alternative will construct two buildings with Building A consisting of 500,648 square feet of High-Cube Warehousing and Building B consisting of 155,230 square feet of Warehousing. It should be noted that if both buildings are constructed, a condition of approval to limit only one of the buildings to included E-Commerce uses will be implemented. Alternative 2 will provide 380 auto parking stalls in surface parking lots at both Buildings A and B. Truck trailer parking will include a total of 107 parking stalls at both buildings. Access to the project will be provided via five driveways on Napa Street. All project driveways will include access for trucks and autos with the exception of driveway 4, which will include access for autos only. Figure 23 illustrates the project Alternative 2 site plan. The project Alternative 2 opening year is 2022.

13.1 Project Alternative 2 Trip Generation

Trip generation for Alternative 2 is based on trip generation rates from the Institute of Transportation Engineers' (ITE) Trip Generation (10th Edition) and are based on Land Use 150 - "Warehousing" and Land Use 154 High-Cube Transload



Legend

Project Location | Existing Intersections | Future Intersections

FIGURE 22

Napa Warehouse
Project Alternative 2 Study Area Intersections

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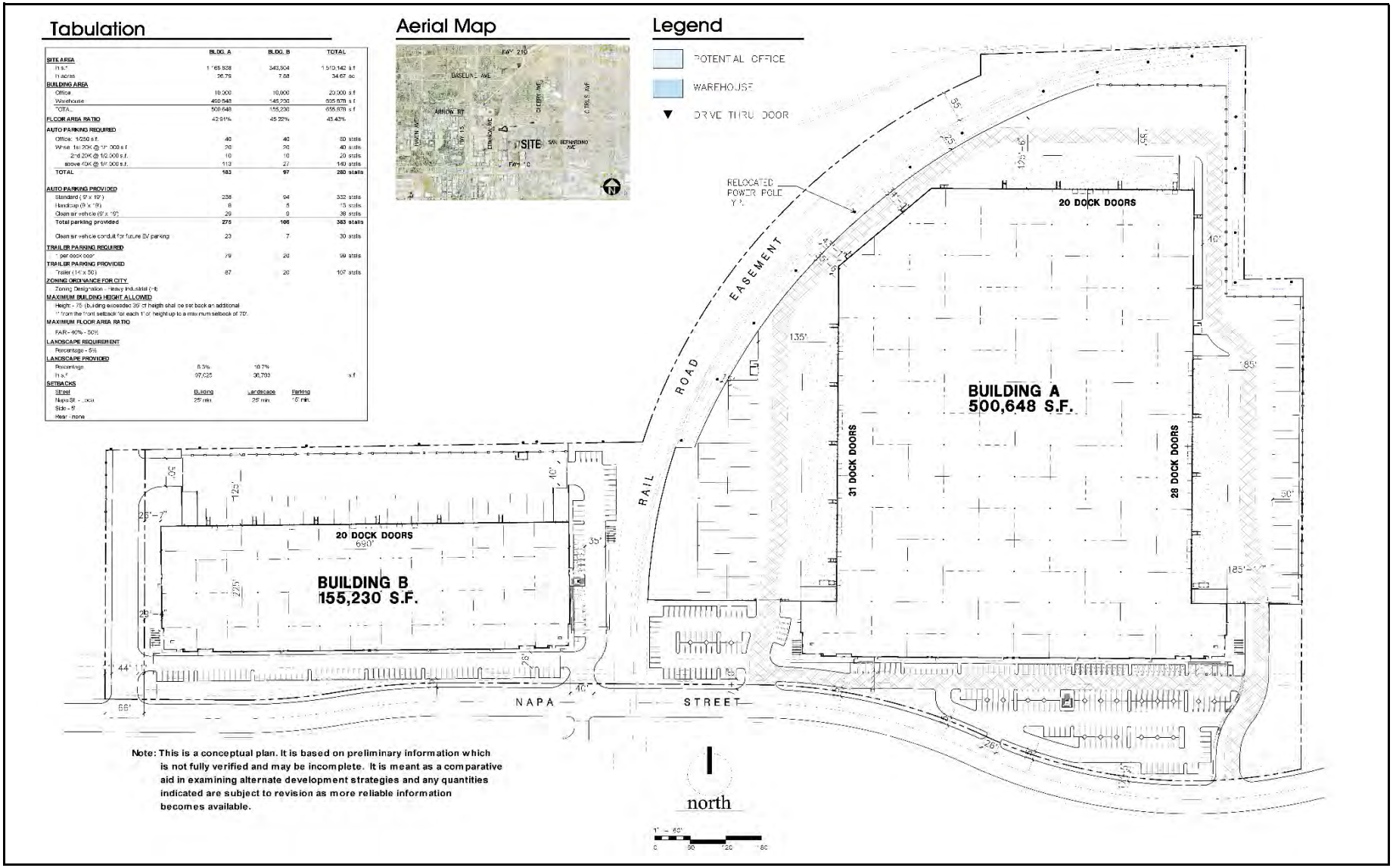


FIGURE 23

Napa Warehouse
Project Alternative 2 Site Plan

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and Short-Term Storage Warehouse". Further, SBCTA Guidelines require that truck intensive uses evaluate truck traffic utilizing Passenger Car Equivalents (PCEs). The PCEs were determined based on PCE factors from the San Bernardino County CMP, 2016 Update – Appendix B. Truck trips were converted to Passenger Car Equivalents using the conversion rates of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4+ axle trucks. Table J shows the trip generation for Building A (High-Cube Warehouse). Table K shows the trip generation for Building B (Warehouse). Table L summarizes the trip generation for Buildings A and B. As shown in Table L, project Alternative 2 is anticipated to generate 71 total trips during the a.m. peak hour, 83 total trips during the p.m. peak hour, and 976 total daily trips. After converting to PCEs, the project is anticipated to generate 115 PCE trips during the a.m. peak hour, 1312 PCE trips during the p.m. peak hour, and 1,543 daily PCE trips.

13.2 Project Alternative 2 Trip Distribution & Assignment

Project Alternative 2 trip distribution patterns were based on select zone model runs from the San Bernardino Transportation Analysis Model (SBTAM) and the location of the project in relation to the surrounding land uses and the regional network. The project Alternative 2 trip generation was applied to the trip distribution patterns to develop trip assignments for new project trips. Figure 24 shows the project Alternative 2 Building A High-Cube warehouse trip distribution for auto trips, and Figure 25 shows the project Alternative 2 Building A High-Cube Warehouse trip distribution for truck trips. Figure 26 shows the project Alternative 2 Building A High-Cube warehouse trip assignment for auto trips and Figure 27 shows the project Alternative 2 Building A High-Cube warehouse assignment of truck trips in Passenger Car Equivalents (PCEs). Figure 28 shows the total project Alternative 2 High-Cube Warehouse trip assignment.

The project Alternative 2 trip generation was applied to the trip distribution patterns to develop trip assignments for new project trips. Figure 29 shows the project Alternative 2 Building B warehouse trip distribution for auto trips, and Figure 30 shows the project Alternative 2 Building B warehouse trip distribution for truck trips. Figure 31 shows the project Alternative 2 Building B warehouse trip assignment for auto trips and Figure 32 shows the project Alternative 2 Building B warehouse assignment of truck trips in Passenger Car Equivalents (PCEs). Figure 33 shows the total project Alternative 2 Building B Warehouse trip assignment. Figure 34 shows the total project Alternative 2 trip assignment for the high-cube warehouse and warehouse buildings (in PCEs) at the study intersections.

14.0 PROJECT ALTERNATIVE 2 LEVEL OF SERVICE ANALYSIS

14.1 Existing Without Project Alternative 2 Levels of Service

A level of service analysis was conducted for existing conditions to determine current circulation system performance. Figure 35 shows the existing without project Alternative 2 lane geometrics and stop controls at the study intersections. The existing without project Alternative 2 traffic volumes at study intersections are shown in Figure 36. Detailed volume development worksheets are included in Appendix B. The existing without project Alternative 2 levels of service for the study area intersections are summarized in Table M. Level of service calculation worksheets are contained in Appendix C. As shown in Table M, all study area intersections are currently operating at satisfactory levels of service with the exception of the following:

- I-15 Southbound Ramps/4th Street (p.m. peak hour); and
- Etiwanda Avenue/6th Street (a.m. peak hour).

14.2 Opening Year (2022) Without Project Alternative 2 Levels of Service

A level of service analysis was conducted for opening year (2022) without project Alternative 2 conditions to determine circulation system performance. Opening year (2022) without project Alternative 2 traffic volumes at study intersections are shown in Figure 37. Detailed volume development worksheets are included in Appendix B. Opening year (2022) without project Alternative 2 levels of service for the study area intersections are summarized in Table N. Level of service

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Table J: Project Alternative 2 Building A (High-Cube Warehouse) Trip Generation

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1]	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
PCE Inbound/Outbound Splits		77%	23%	100%	28%	72%	100%	50%/50%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		61.90%	61.90%	61.90%	61.90%	61.90%	61.90%	61.90%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.477	0.011	0.050	0.017	0.045	0.062	0.867
2-Axle Trucks								
Recommended Mix (%)[2]		6.45%	6.45%	6.45%	6.45%	6.45%	6.45%	6.45%
PCE Factor[3]		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.006	0.002	0.008	0.003	0.007	0.010	0.135
3-Axle Trucks								
Recommended Mix (%)[2]		8.65%	8.65%	8.65%	8.65%	8.65%	8.65%	8.65%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.011	0.003	0.014	0.005	0.012	0.017	0.242
4-Axle Trucks								
Recommended Mix (%)[2]		22.99%	22.99%	22.99%	22.99%	22.99%	22.99%	22.99%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.042	0.013	0.055	0.019	0.050	0.069	0.966
Hi-Cube Warehouse Net PCE Rate		0.536	0.029	0.126	0.044	0.114	0.158	2.210
Total Project Trip Generation (Trips, By Vehicle Type)								
Hi-Cube Warehouse	500.65 TSF							
Passenger Cars		19	6	25	9	22	31	434
2-Axle Trucks		2	1	3	2	2	4	46
3-Axle Trucks		3	1	4	2	3	5	61
4+ Axle Trucks		8	2	10	4	8	12	162
All Trucks		13	4	17	8	13	21	269
Total Vehicles		45	10	42	17	35	52	703
Total Project Trip Generation (Passenger Car Eqivalent Trips, By Vehicle Type)								
Passenger Cars		19	6	25	9	22	31	434
Truck PCE								
2-Axle Trucks		3	2	5	3	3	6	69
3-Axle Trucks		6	2	8	4	6	10	122
4+ Axle Trucks		24	6	30	12	24	36	486
Total Truck PCE		33	10	43	19	33	52	677
Total PCE		52	16	68	28	55	83	1,111

[1] Rates based on Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).

[2] Recommended Truck Mix Percentages per SCAQMD Truck Trip Generation Study.

[3] Recommended PCE Factor per SBCTA Guidelines

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Table K: Project Alternative 2 Building B Warehouse Trip Generation

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1]	TSF	0.131	0.039	0.170	0.051	0.139	0.190	1.740
PCE Inbound/Outbound Splits		77%	23%	100%	27%	73%	100%	50%/50%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		61.90%	61.90%	61.90%	61.90%	61.90%	61.90%	61.90%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.081	0.024	0.105	0.032	0.086	0.118	1.077
2-Axle Trucks								
Recommended Mix (%)[2]		6.45%	6.45%	6.45%	6.45%	6.45%	6.45%	6.45%
PCE Factor[3]		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.013	0.004	0.016	0.005	0.013	0.018	0.168
3-Axle Trucks								
Recommended Mix (%)[2]		8.65%	8.65%	8.65%	8.65%	8.65%	8.65%	8.65%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.023	0.007	0.029	0.009	0.024	0.033	0.301
4-Axle Trucks								
Recommended Mix (%)[2]		22.99%	22.99%	22.99%	22.99%	22.99%	22.99%	22.99%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.090	0.027	0.117	0.035	0.096	0.131	1.200
Warehouse Net PCE Rate		0.207	0.062	0.268	0.081	0.219	0.300	2.747
Total Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	155.23 TSF							
Passenger Cars		13	4	17	6	13	19	168
2-Axle Trucks		2	0	2	1	1	2	18
3-Axle Trucks		2	1	3	1	2	3	24
4+ Axle Trucks		6	1	7	2	5	7	63
All Trucks		10	2	12	4	8	12	105
Total Vehicles		23	6	29	10	21	31	273
Total Project Trip Generation (Passenger Car Eqivalent Trips, By Vehicle Type)								
Passenger Cars		13	4	17	6	13	19	168
Truck PCE								
2-Axle Trucks		3	0	3	1	2	3	27
3-Axle Trucks		4	2	6	2	4	6	48
4+ Axle Trucks		18	3	21	6	15	21	189
Total Truck PCE		25	5	30	9	21	30	264
Total PCE		38	9	47	15	34	49	432

[1] Rates based on Land Use 150 "Warehousing" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).

[2] Recommended Truck Mix Percentages per SCAQMD Truck Trip Generation Study.

[3] Recommended PCE Factor per SBCTA Guidelines

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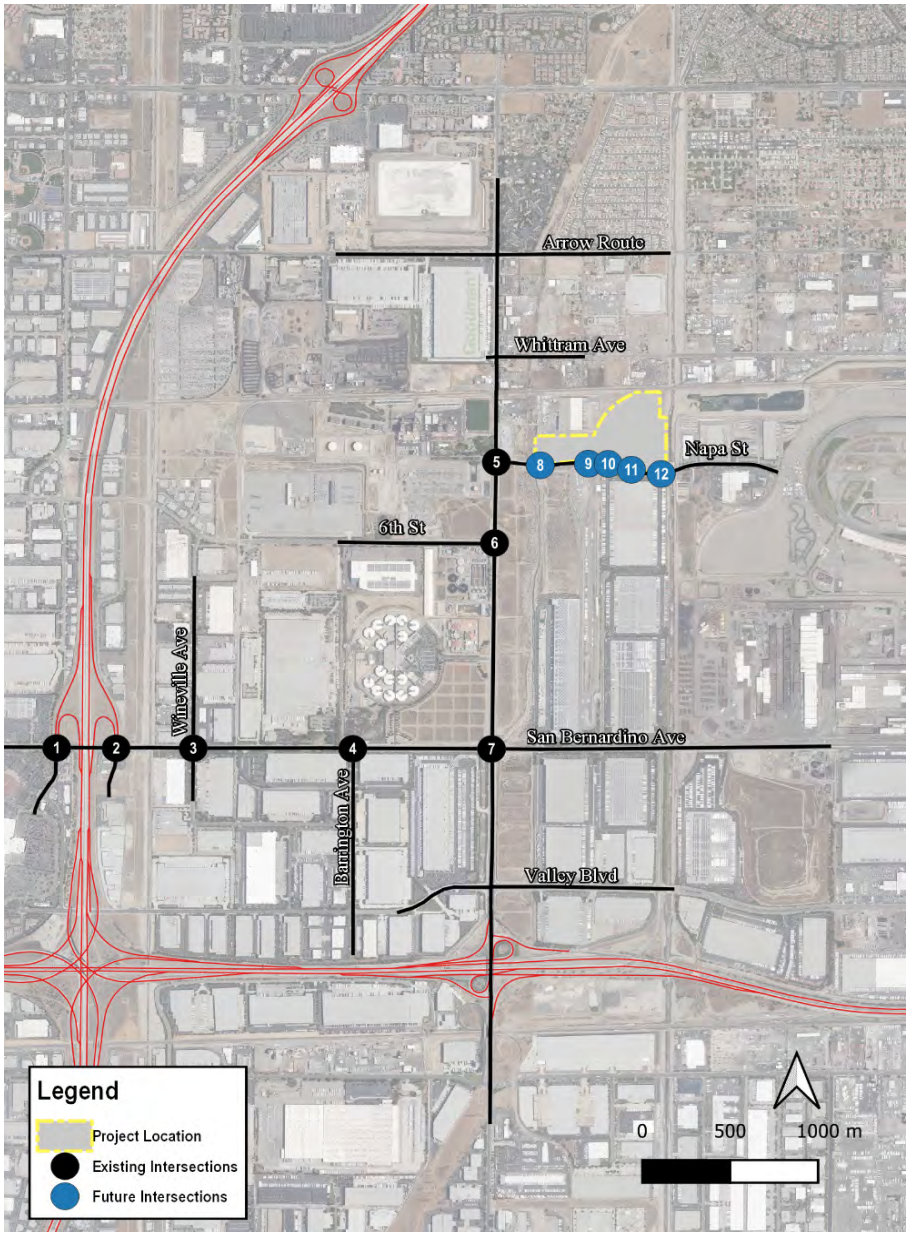
Table L: Total Project Alternative 2 Trip Generation Summary

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Project Trip Generation (Trips, By Vehicle Type)								
Passenger Cars		32	10	42	15	35	50	602
2-Axle Trucks		4	1	5	3	3	6	64
3-Axle Trucks		5	2	7	3	5	8	85
4+ Axle Trucks		14	3	17	6	13	19	225
All Trucks		23	6	29	12	21	33	374
Total Vehicles		78	16	71	27	56	83	976
Total Project Trip Generation (Passenger Car Eqivalent Trips, By Vehicle Type)								
Passenger Cars		32	10	42	15	35	50	602
Truck PCE								
2-Axle Trucks		6	2	8	4	5	9	96
3-Axle Trucks		10	4	14	6	10	16	170
4+ Axle Trucks		42	9	51	18	39	57	675
Total Truck PCE		58	15	73	28	54	82	941
Total PCE		90	25	115	43	89	132	1,543

[1] Rates based on Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).

[2] Recommended Truck Mix Percentages per SCAQMD Truck Trip Generation Study.

[3] Recommended PCE Factor per SBCTA Guidelines



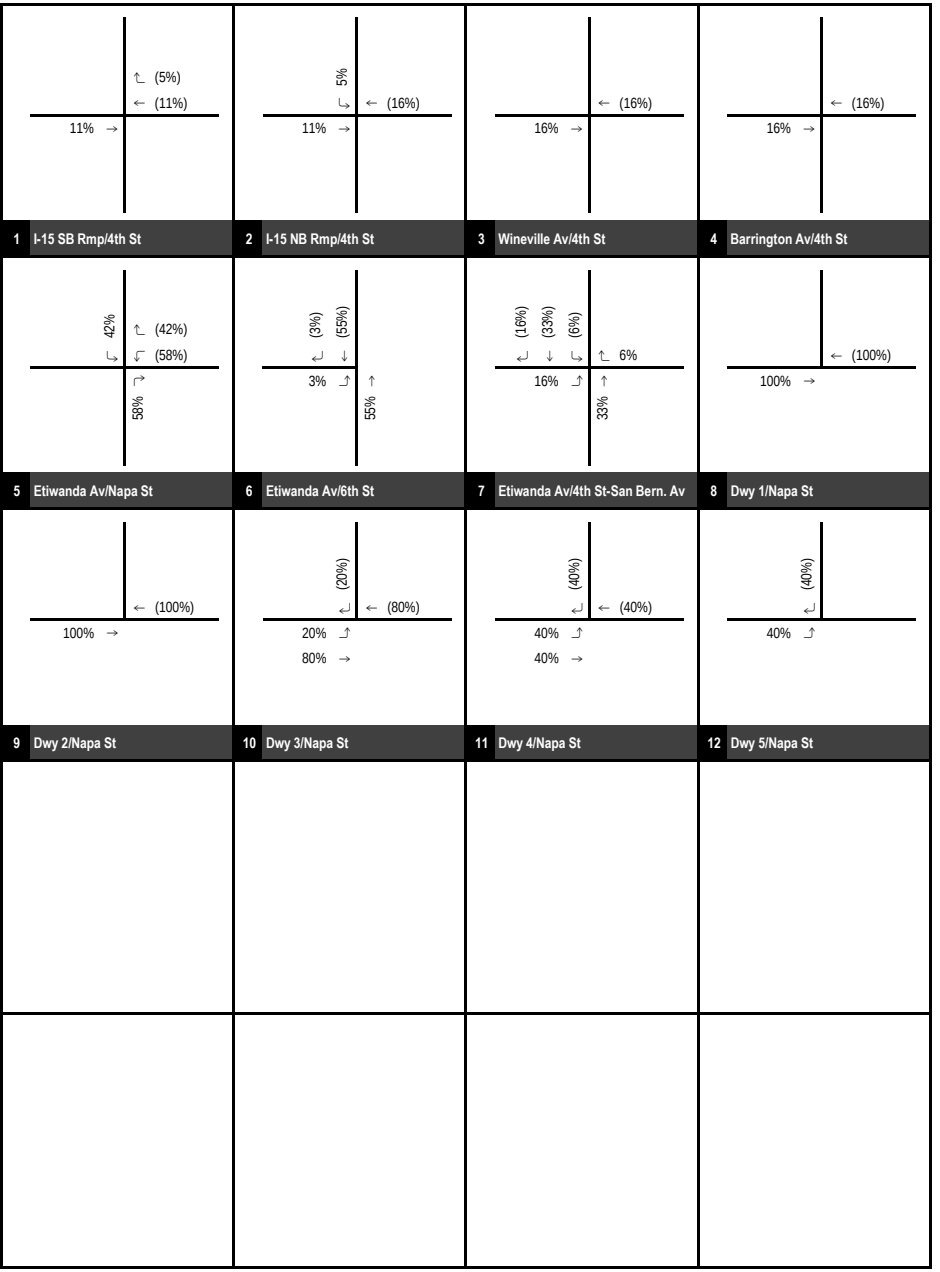
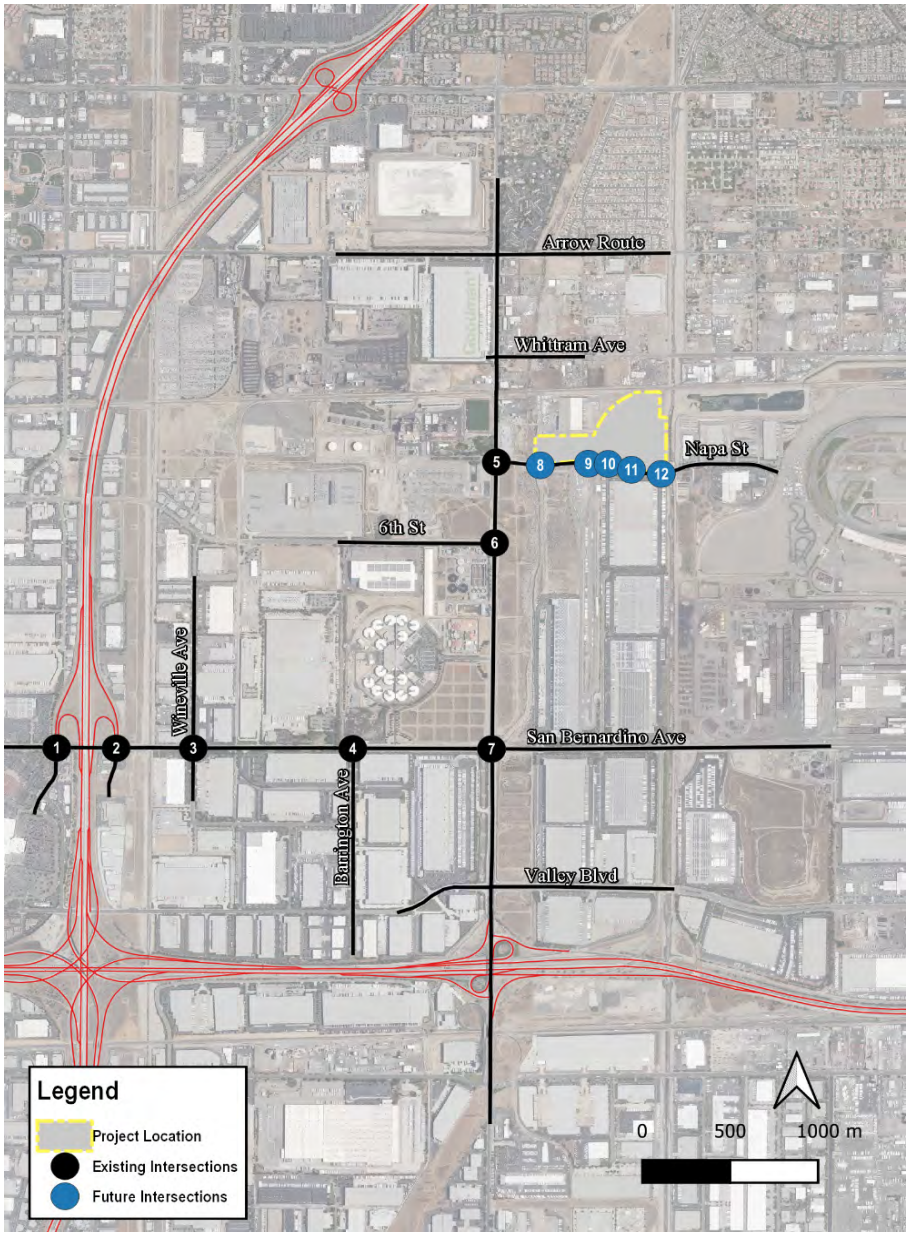


FIGURE 24

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

Napa Warehouse
Project Alternative 2 Auto Trip Distribution Building A High-Cube Warehouse

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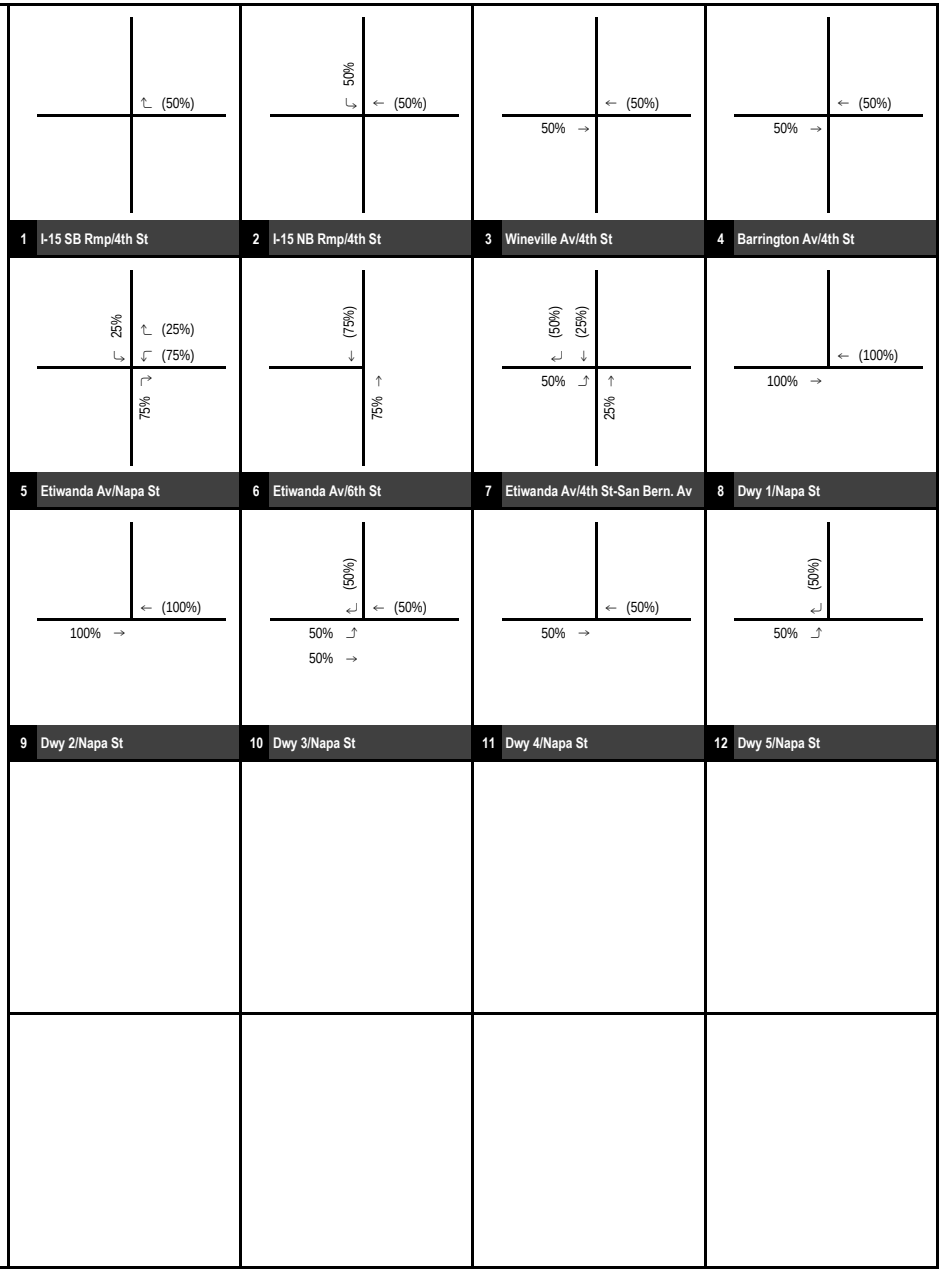
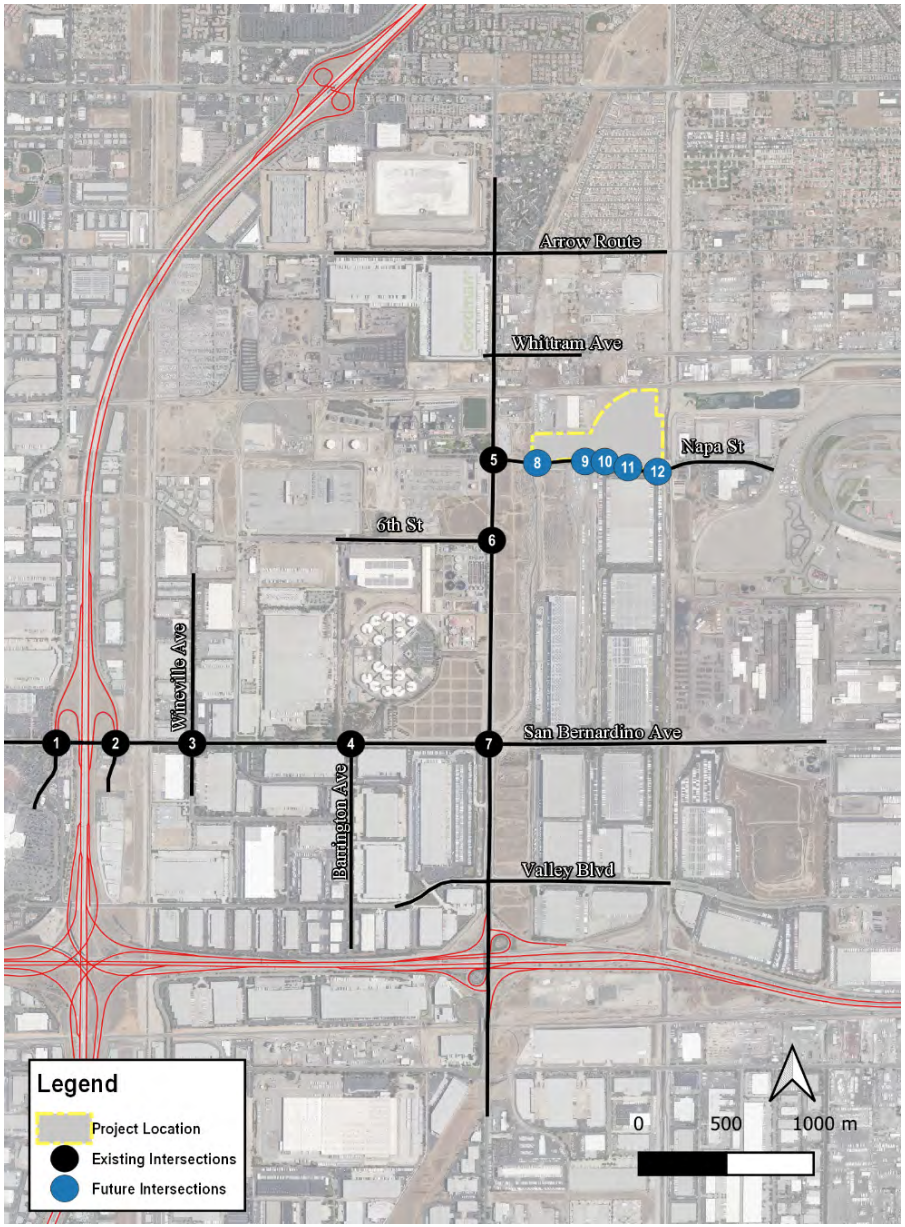


FIGURE 25

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

Napa Warehouse
Project Alternative 2 Truck Trip Distribution Building A High-Cube Warehouse

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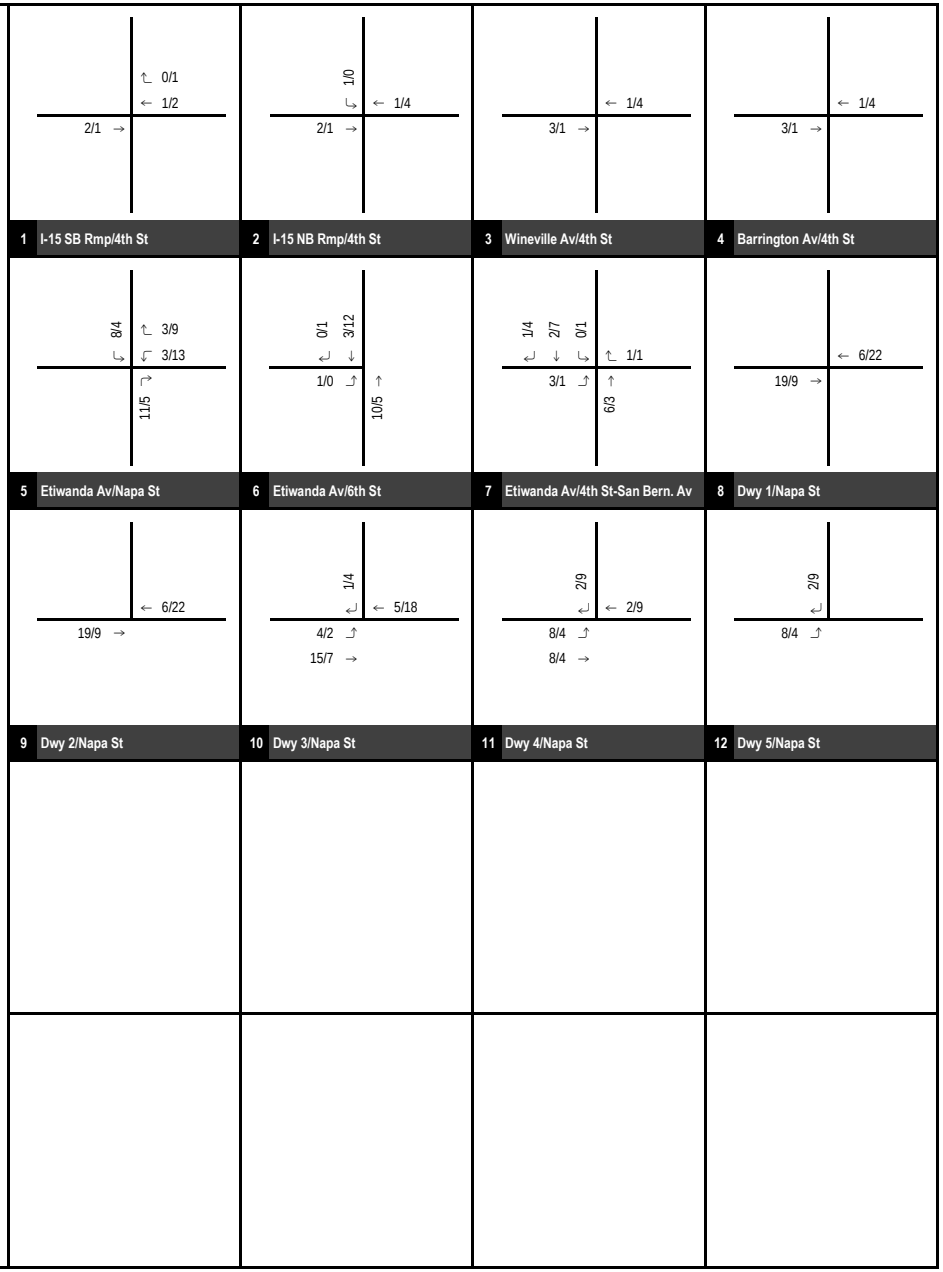
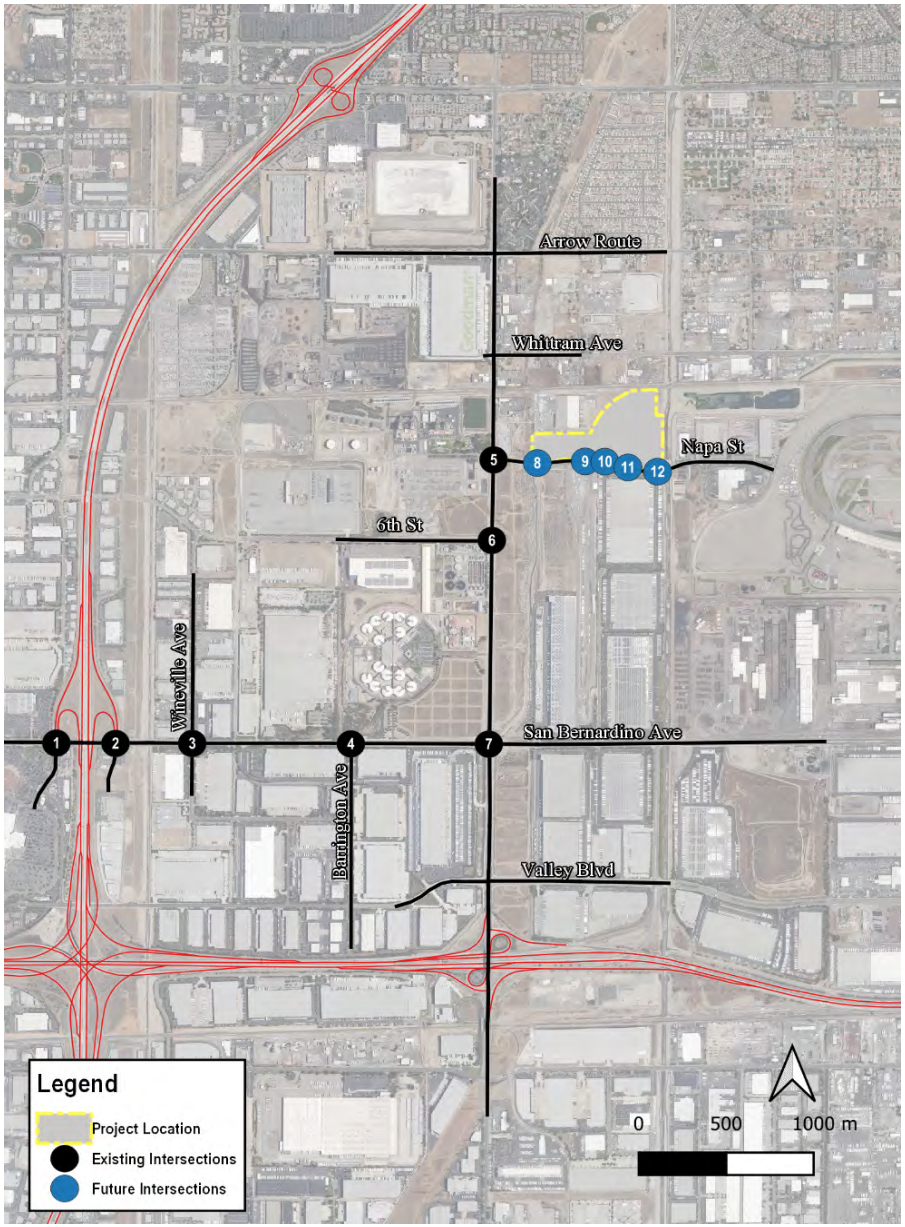


FIGURE 26

XX/YY AM/PM Peak Hour Trips

Napa Warehouse
Project Alternative 2 Auto Trip Assignment Building A High-Cube Warehouse

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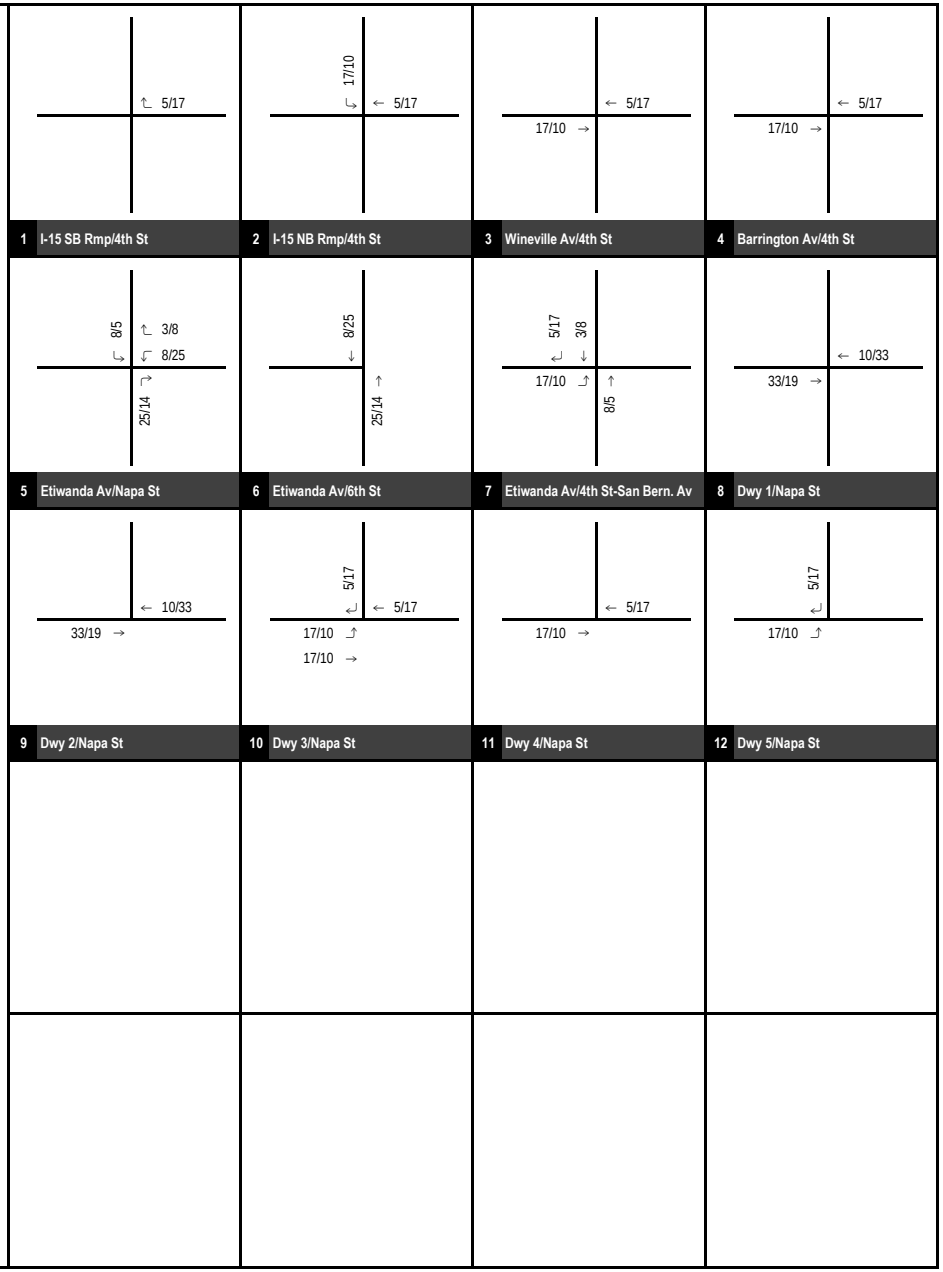
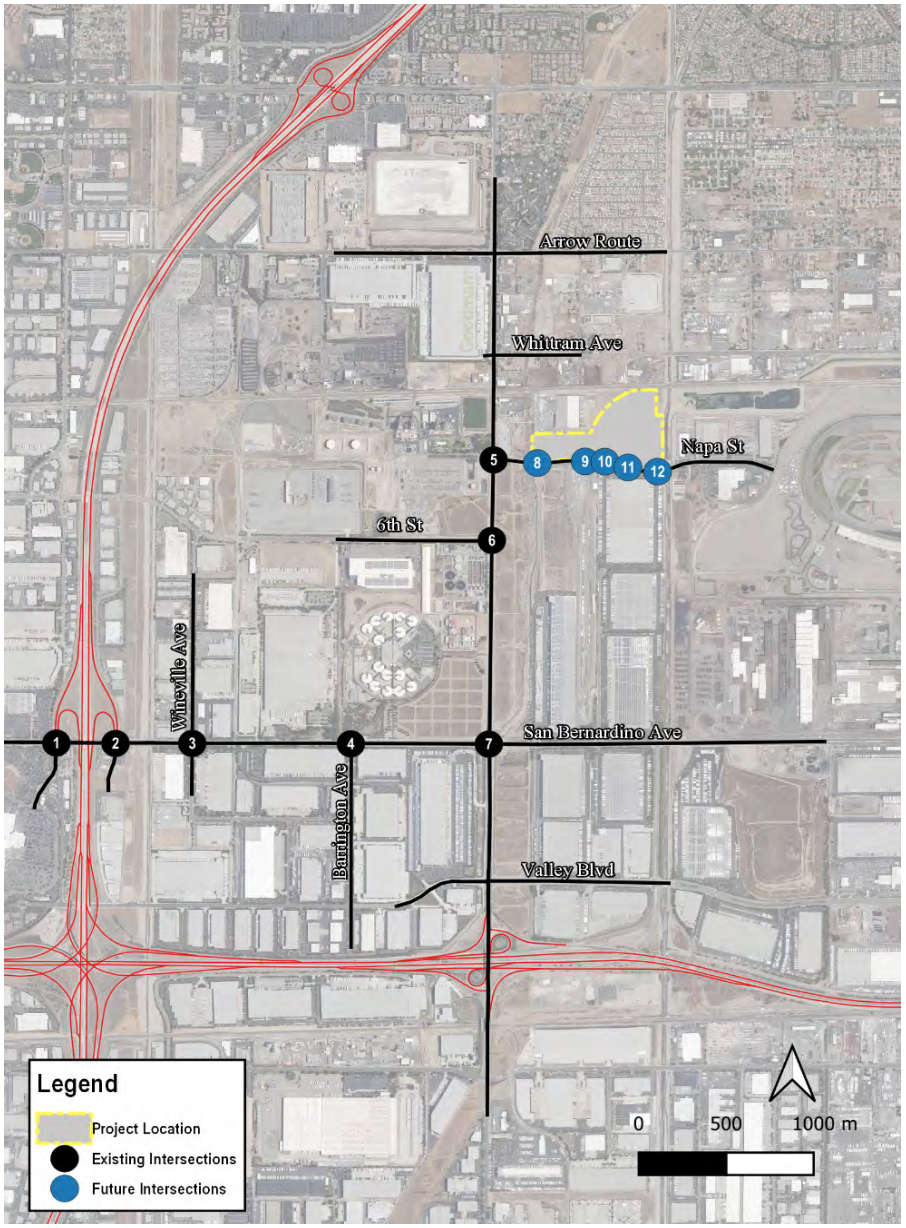


FIGURE 27

XX/YY AM/PM Peak Hour Trips

Napa Warehouse
Project Alternative 2 Truck Trip Assignment Building A High-Cube Warehouse

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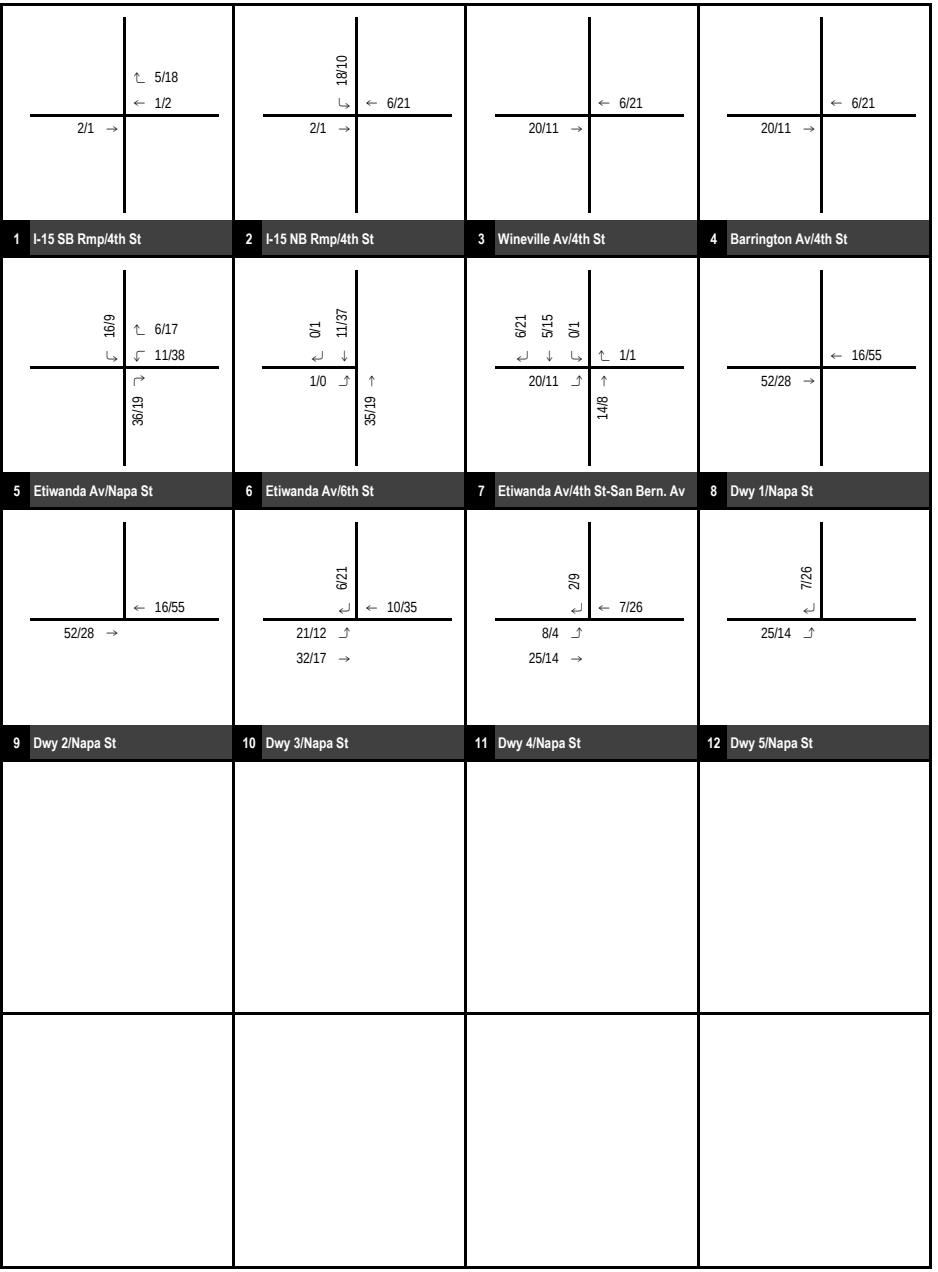
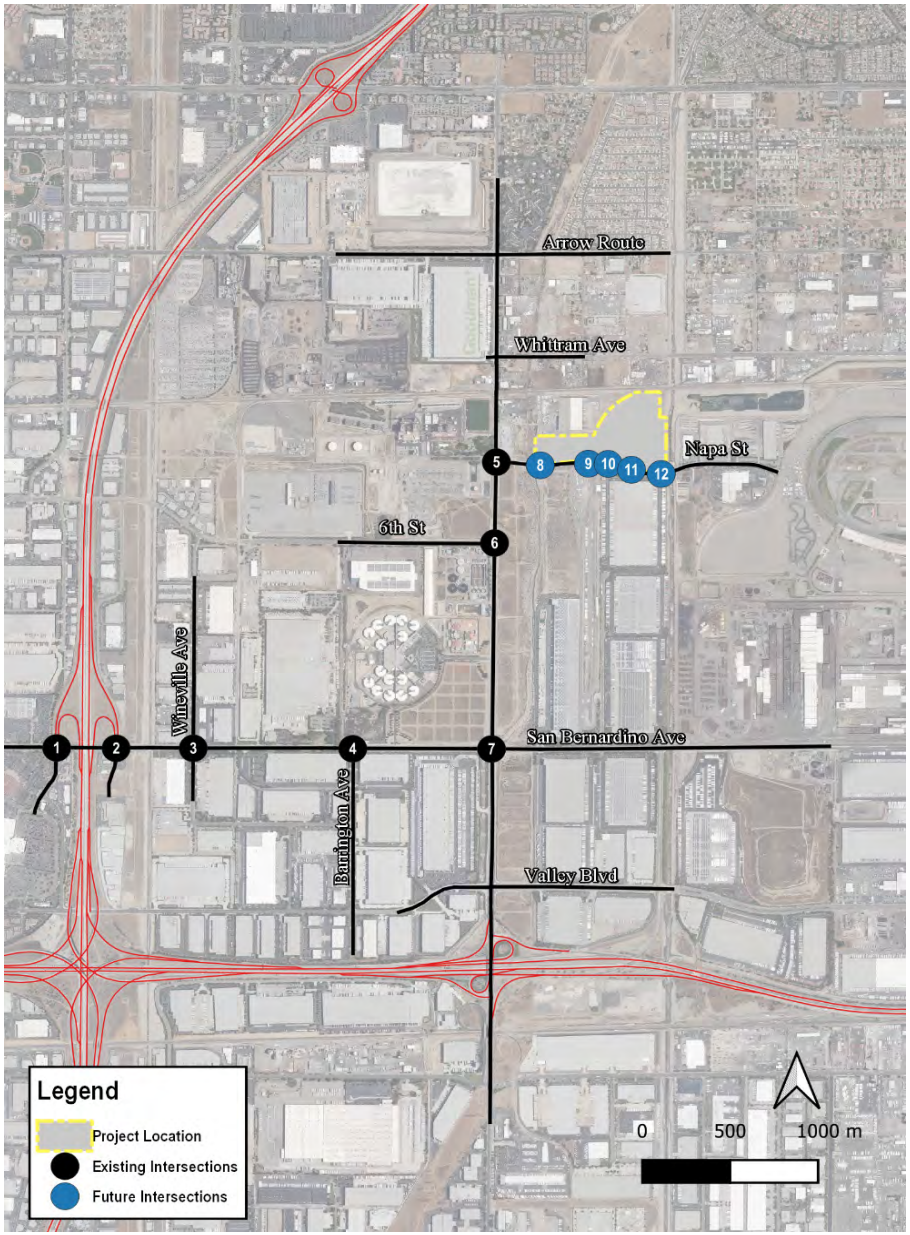


FIGURE 28

XX/YY AM/PM Peak Hour Trips

Napa Warehouse
Total Project Alternative 2 Building A High-Cube Warehouse Trip Assignment

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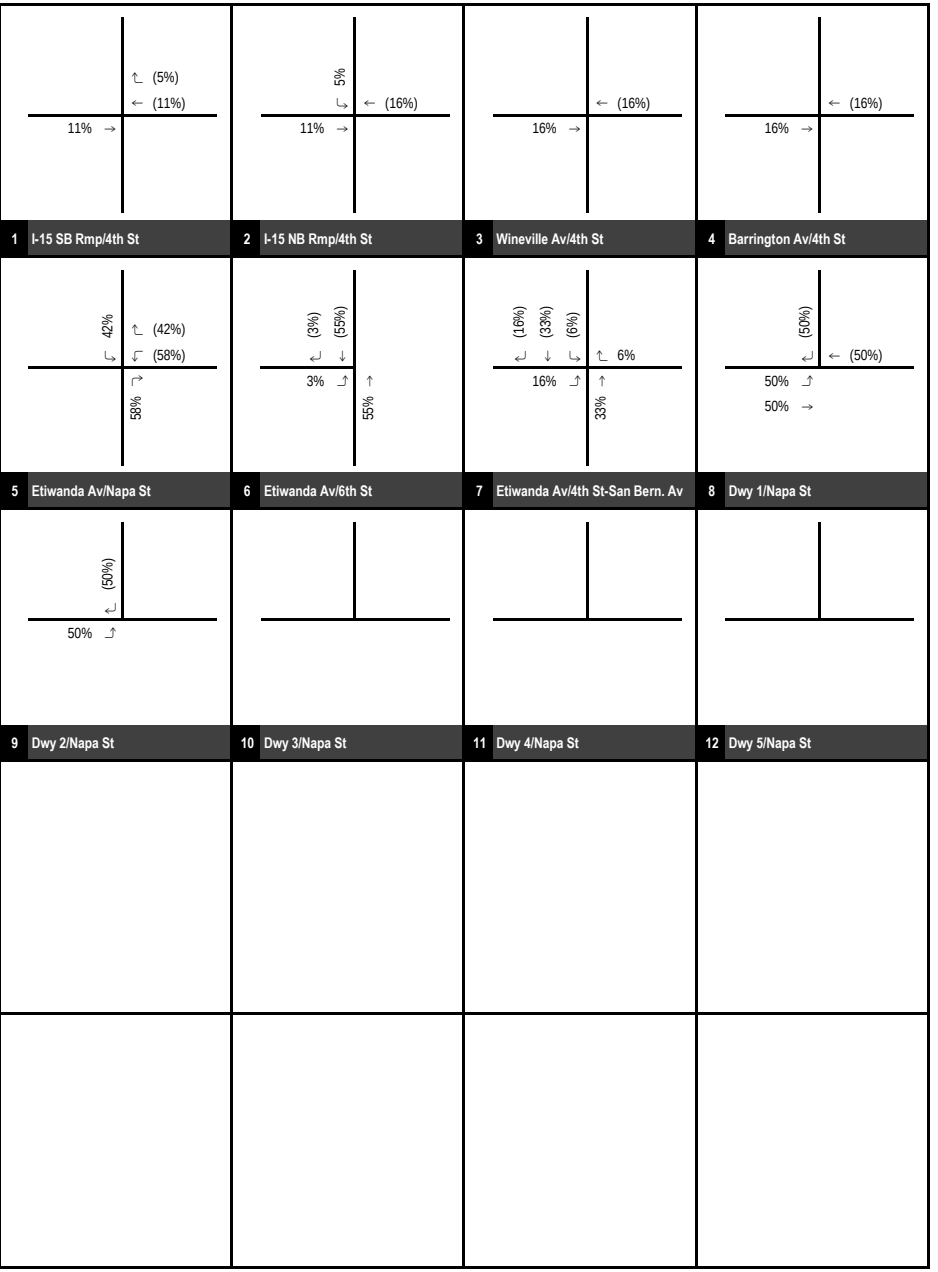
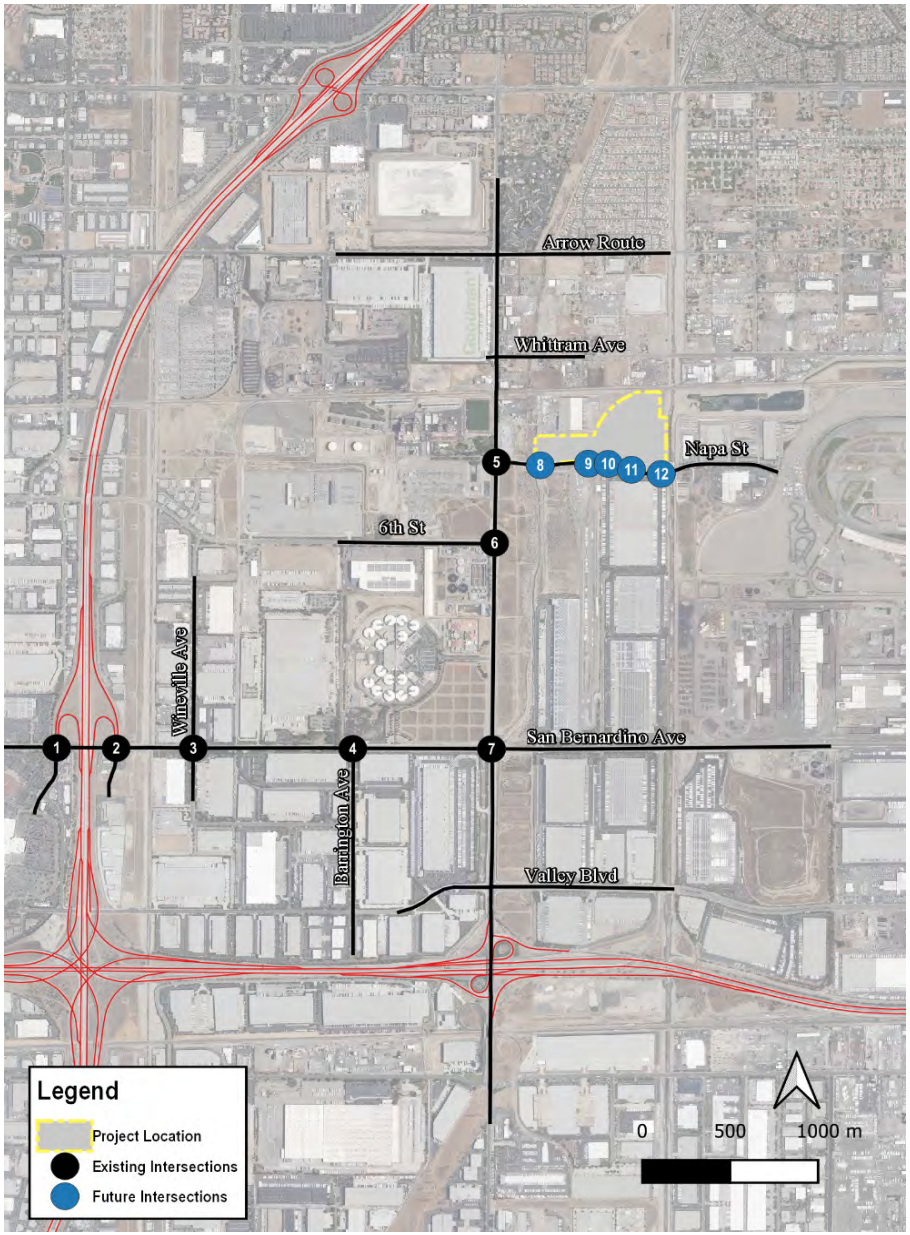


FIGURE 29

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

Napa Warehouse
Project Alternative 2 Auto Trip Distribution Building B Warehouse

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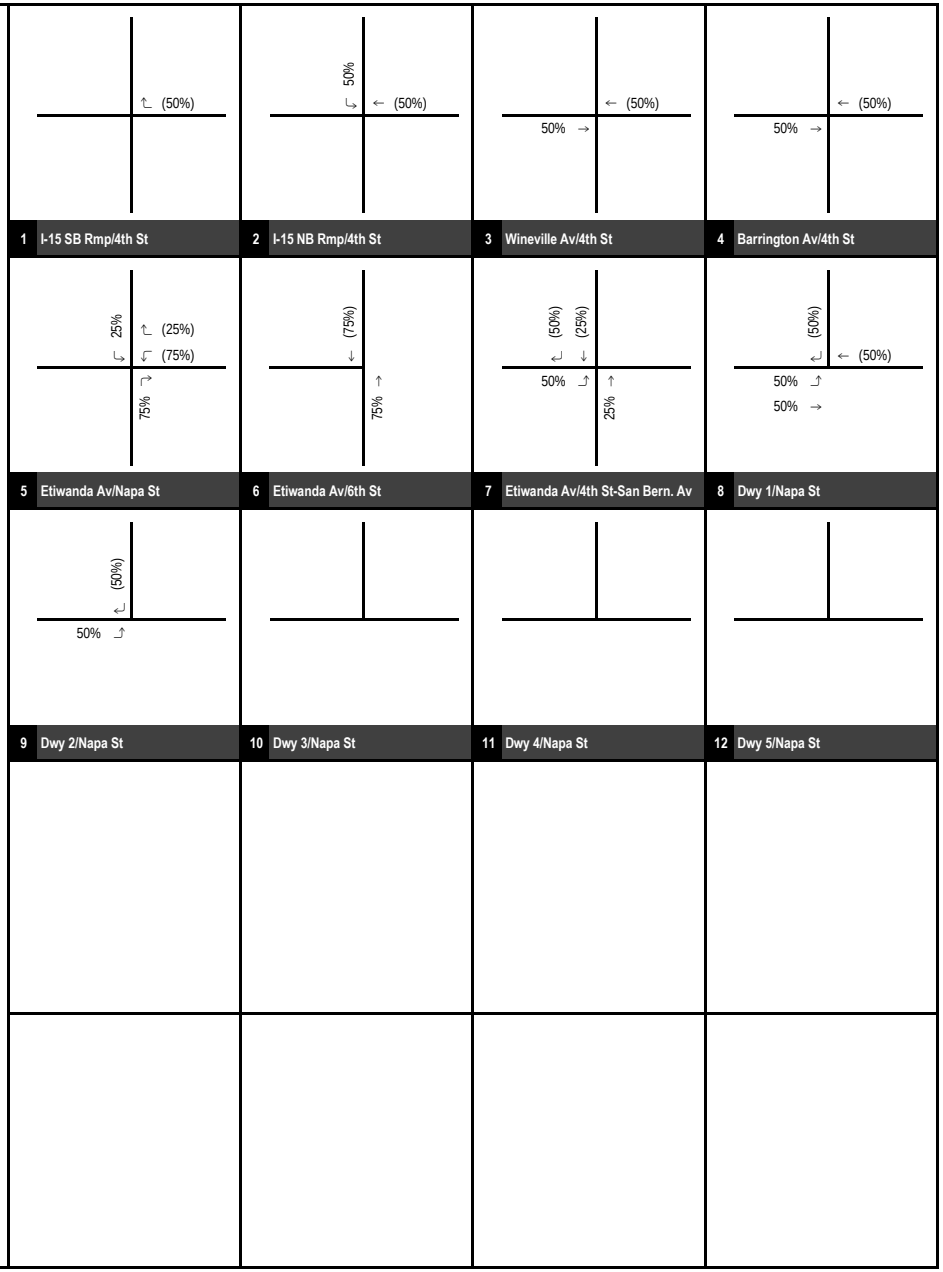
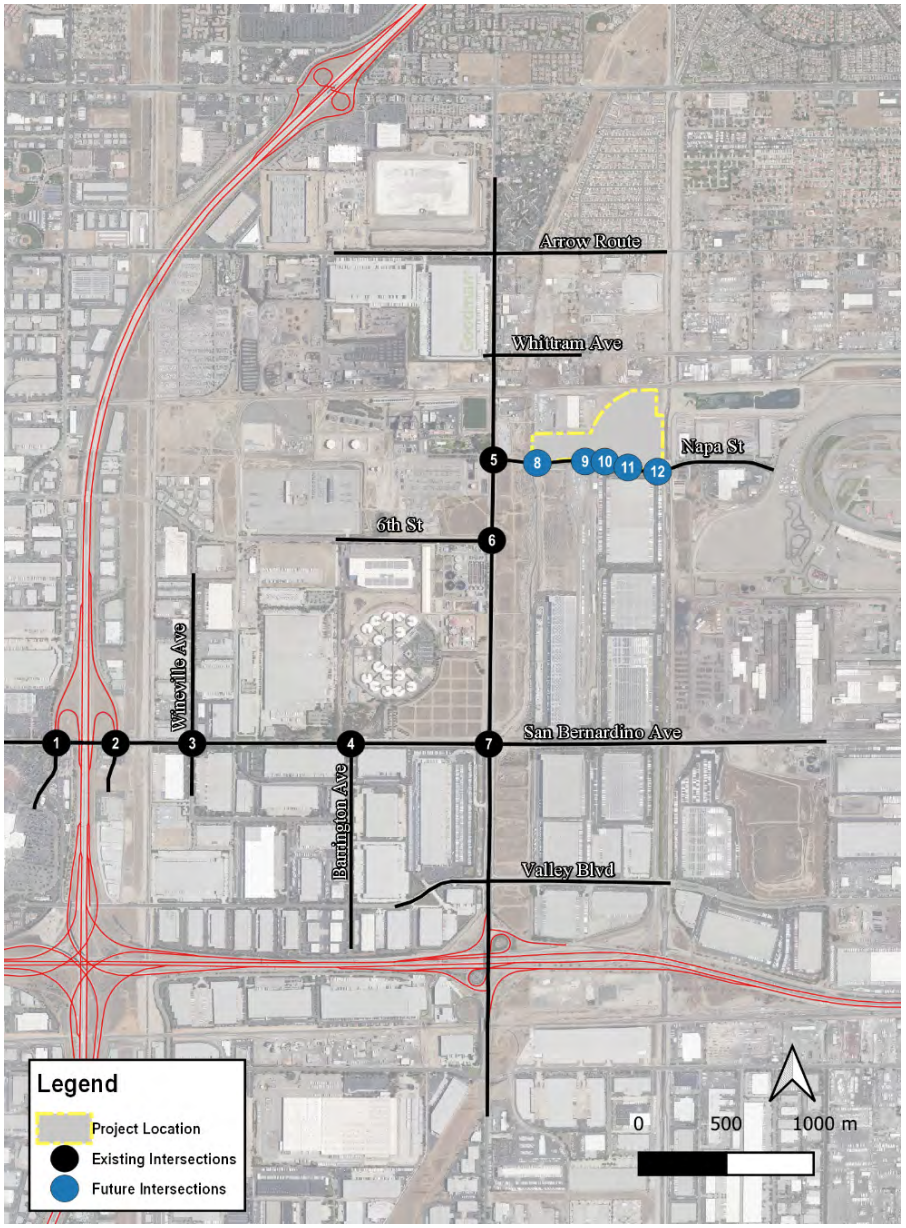


FIGURE 30

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

Napa Warehouse
Project Alternative 2 Truck Trip Distribution Building B Warehouse

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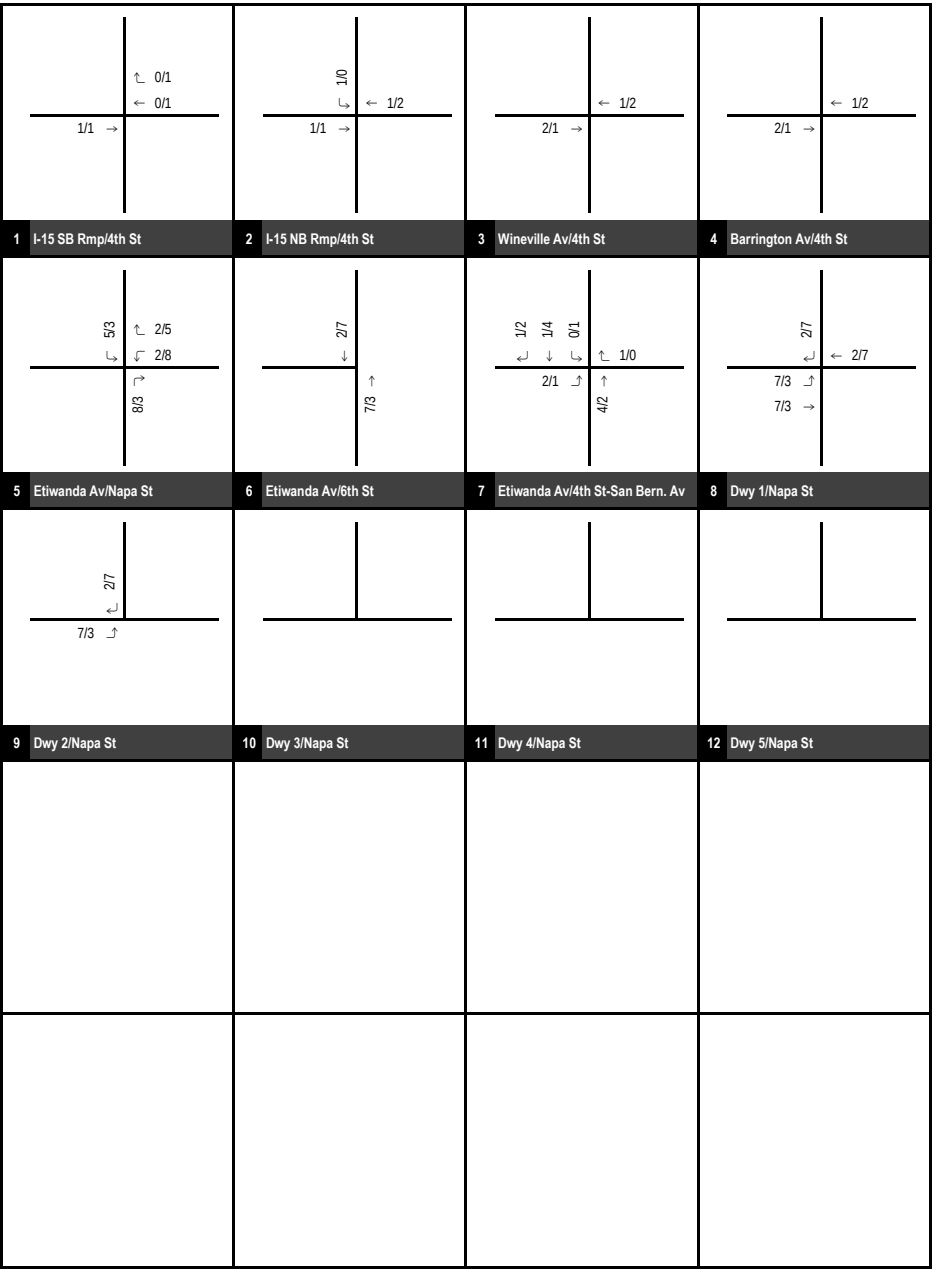
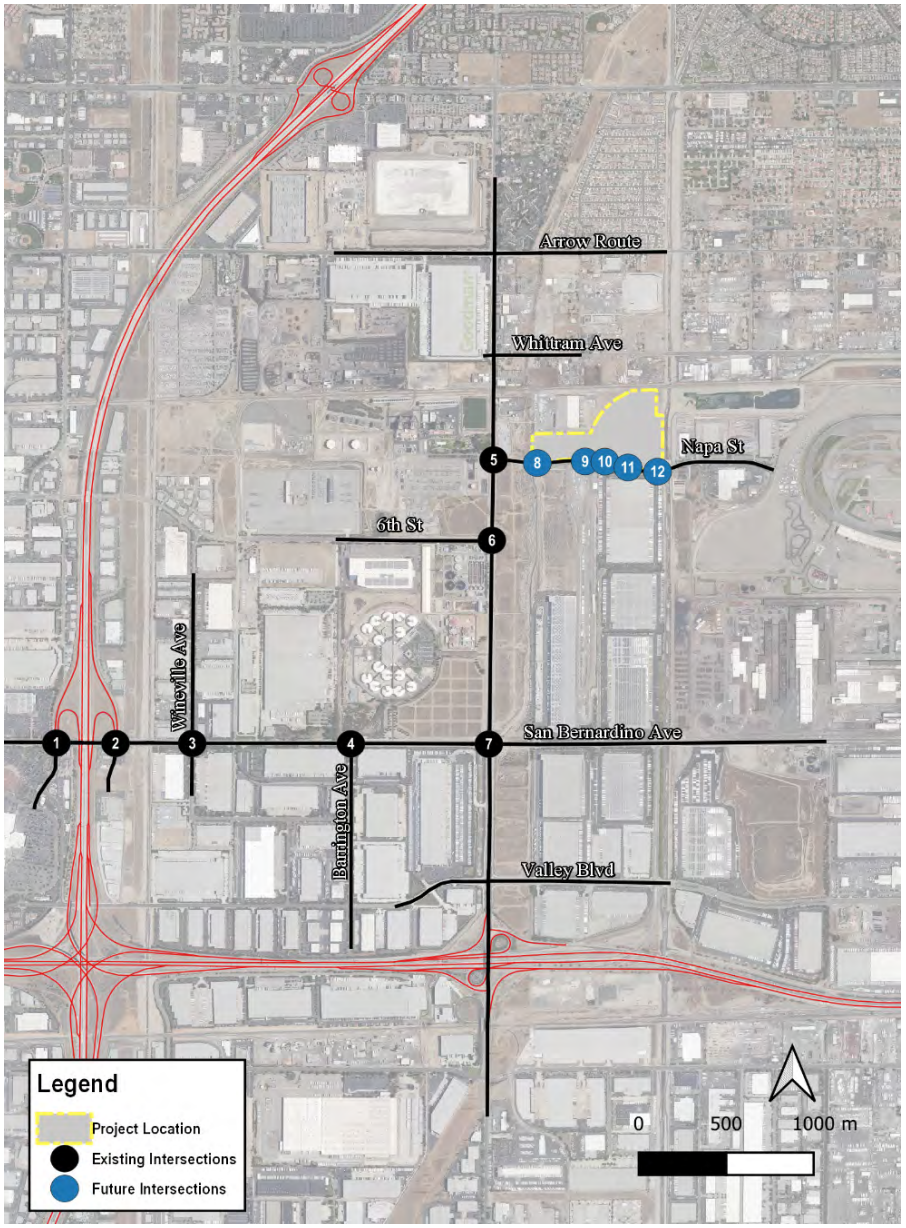


FIGURE 31

XX/YY AM/PM Peak Hour Trips

Napa Warehouse
Project Alternative 2 Auto Trip Assignment Building B Warehouse

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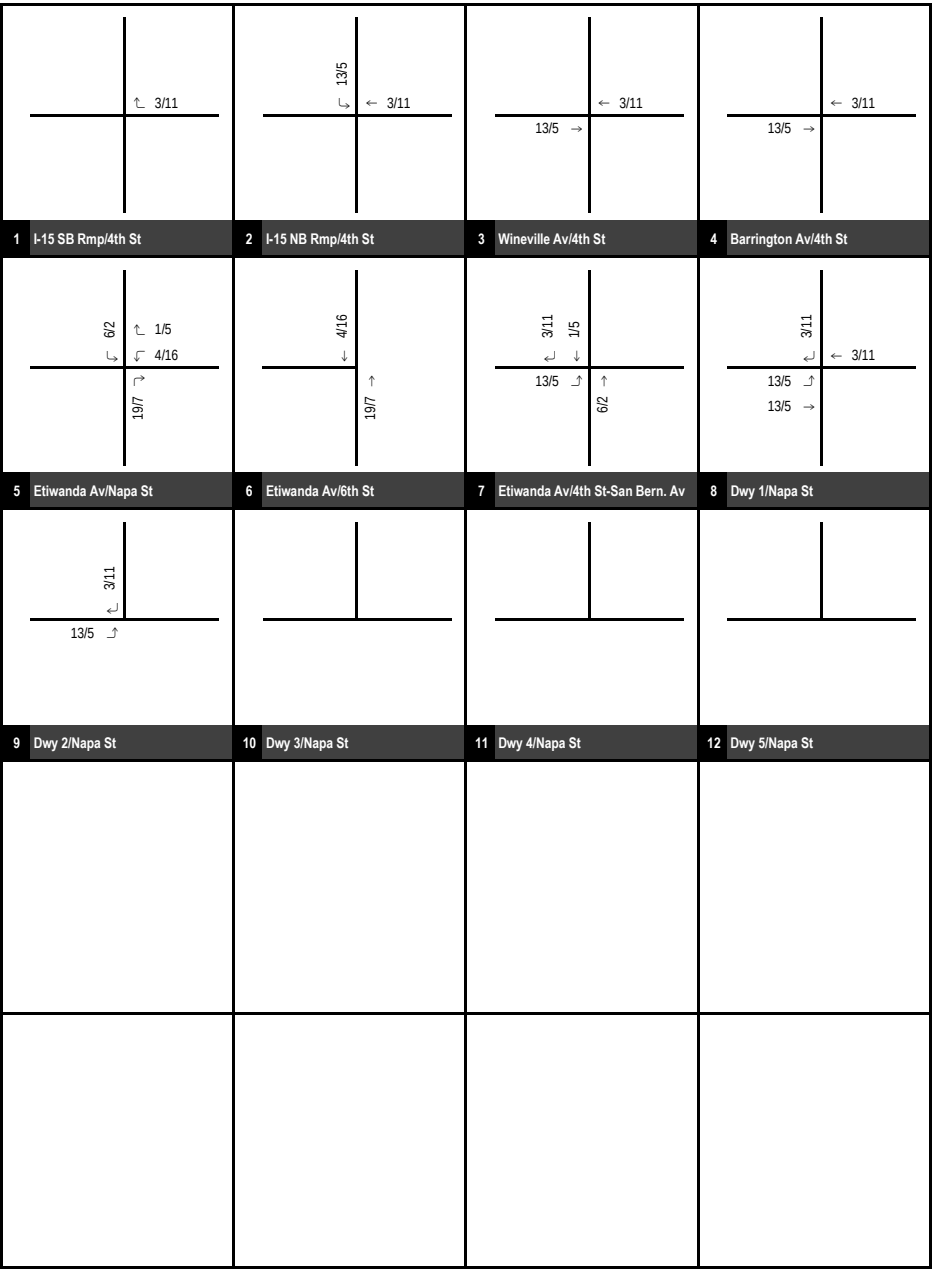
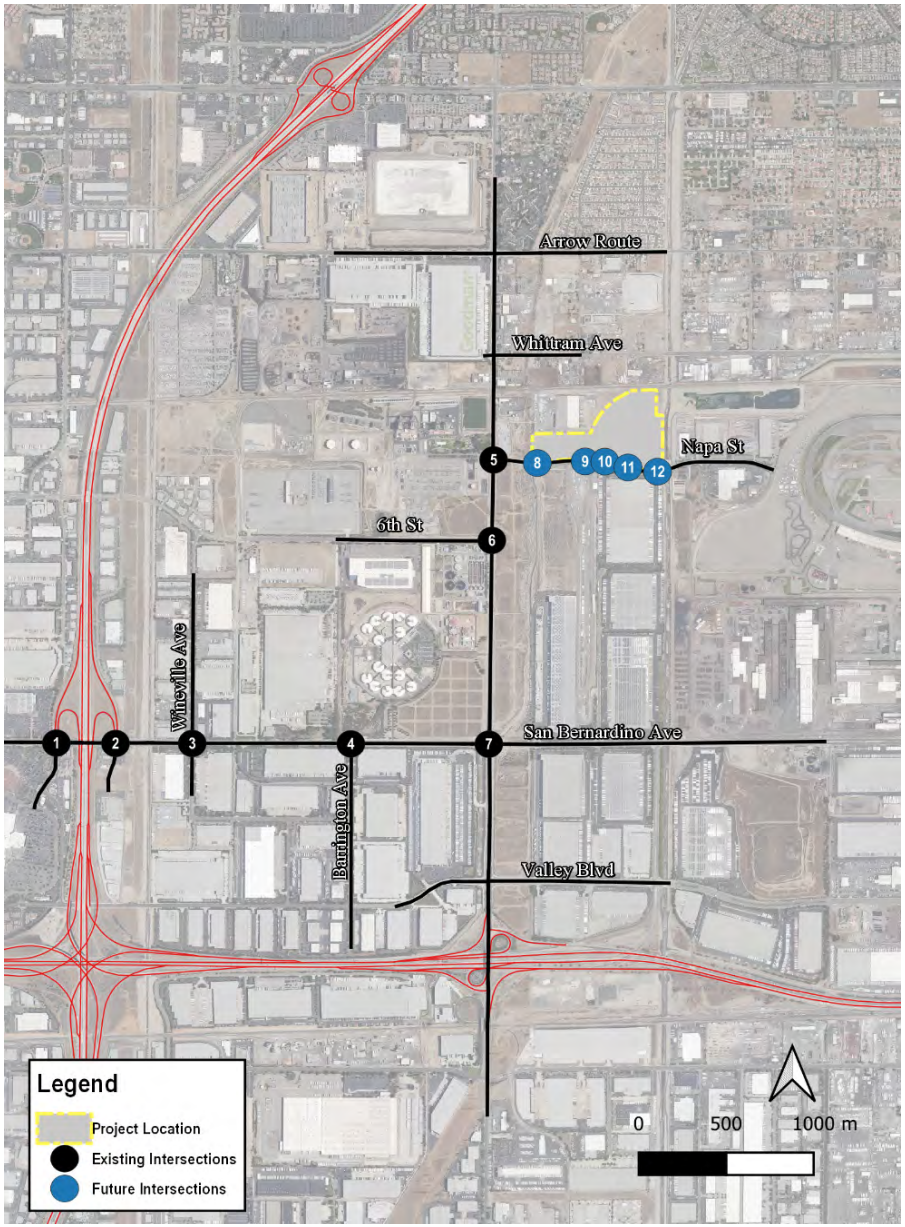


FIGURE 32

XX/YY AM/PM Peak Hour Trips

Napa Warehouse
Project Alternative 2 Truck Trip Assignment Building B Warehouse

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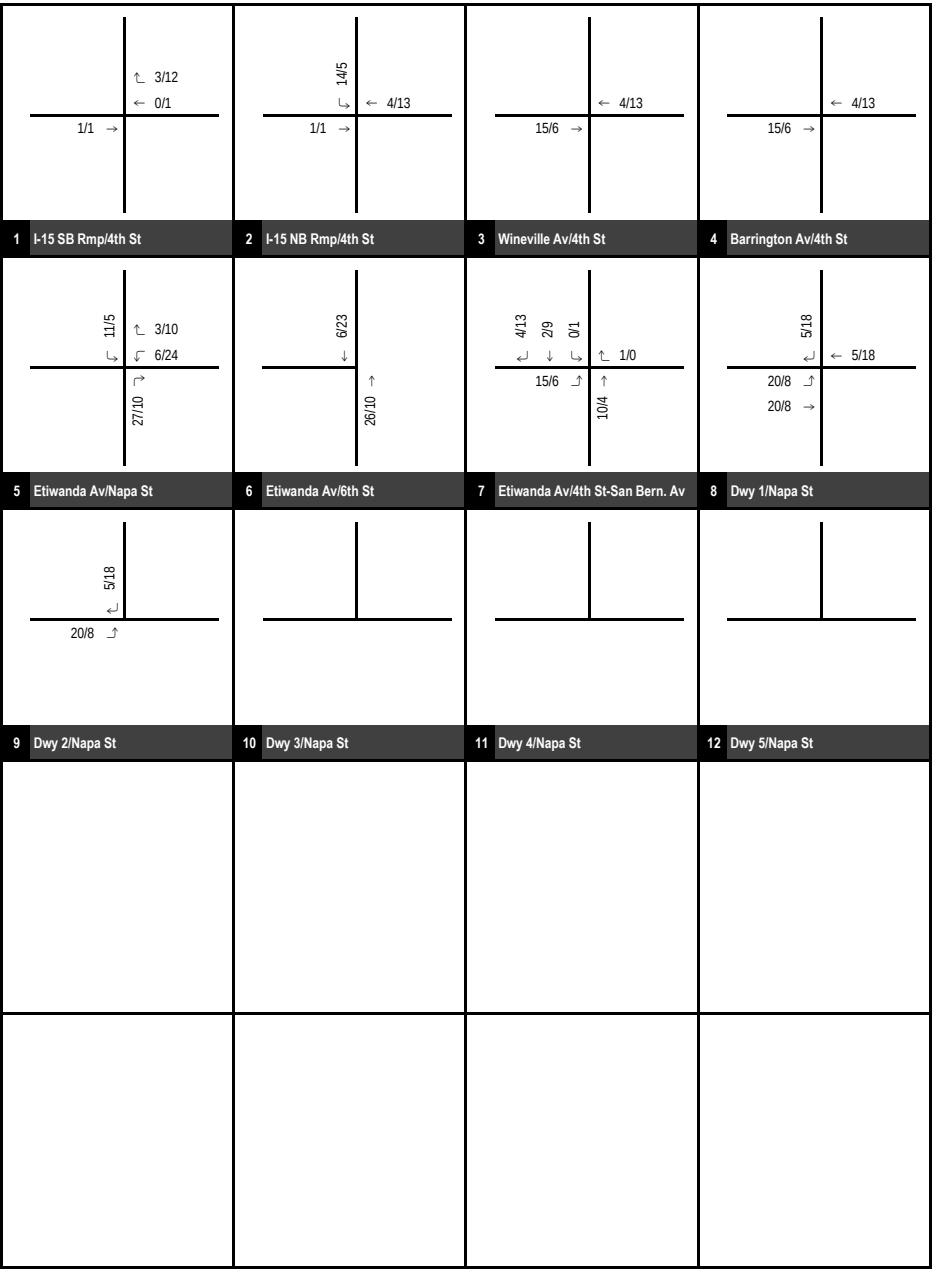
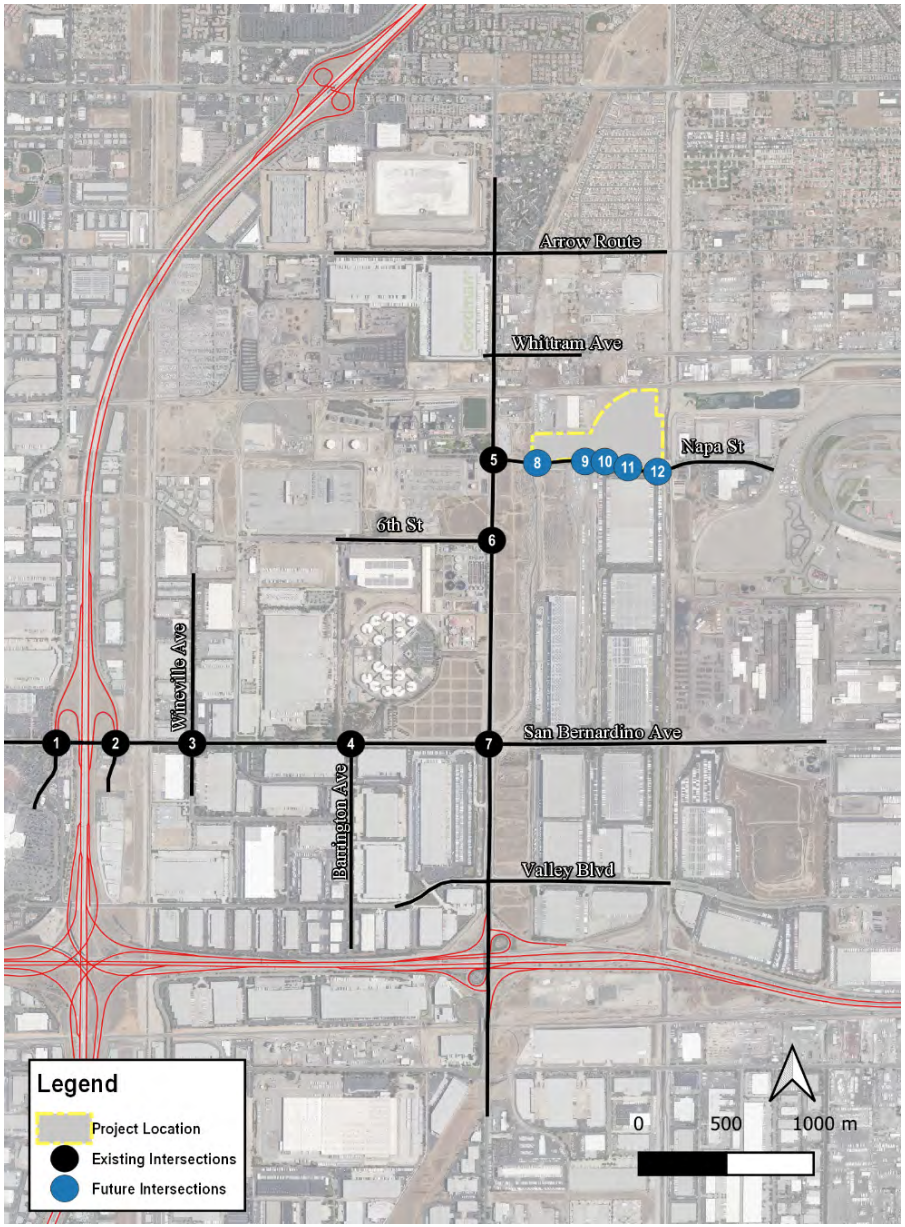


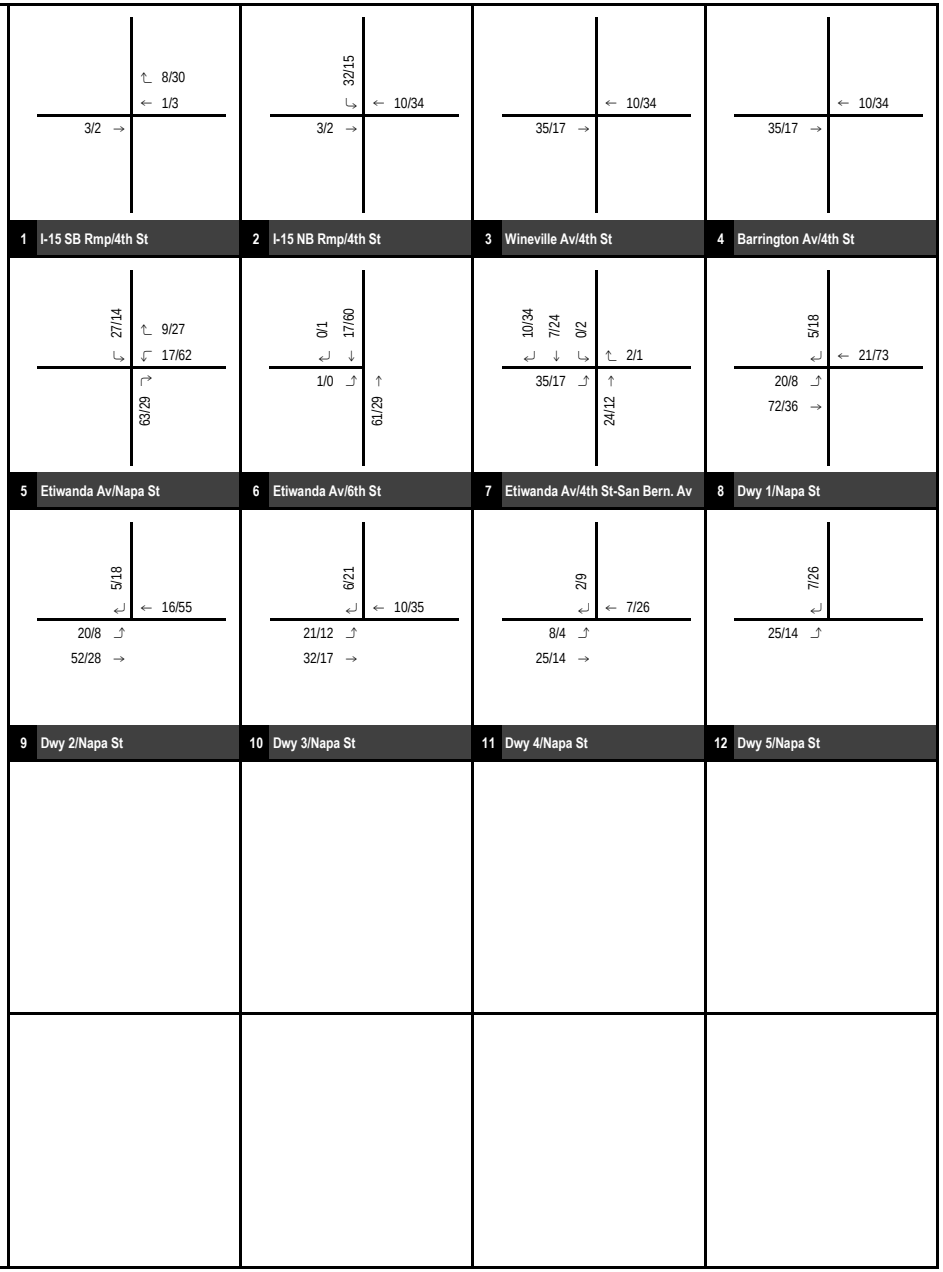
FIGURE 33

XX/YY AM/PM Peak Hour Trips

Napa Warehouse
Total Project Alternative 2 Building B Warehouse Trip Assignment

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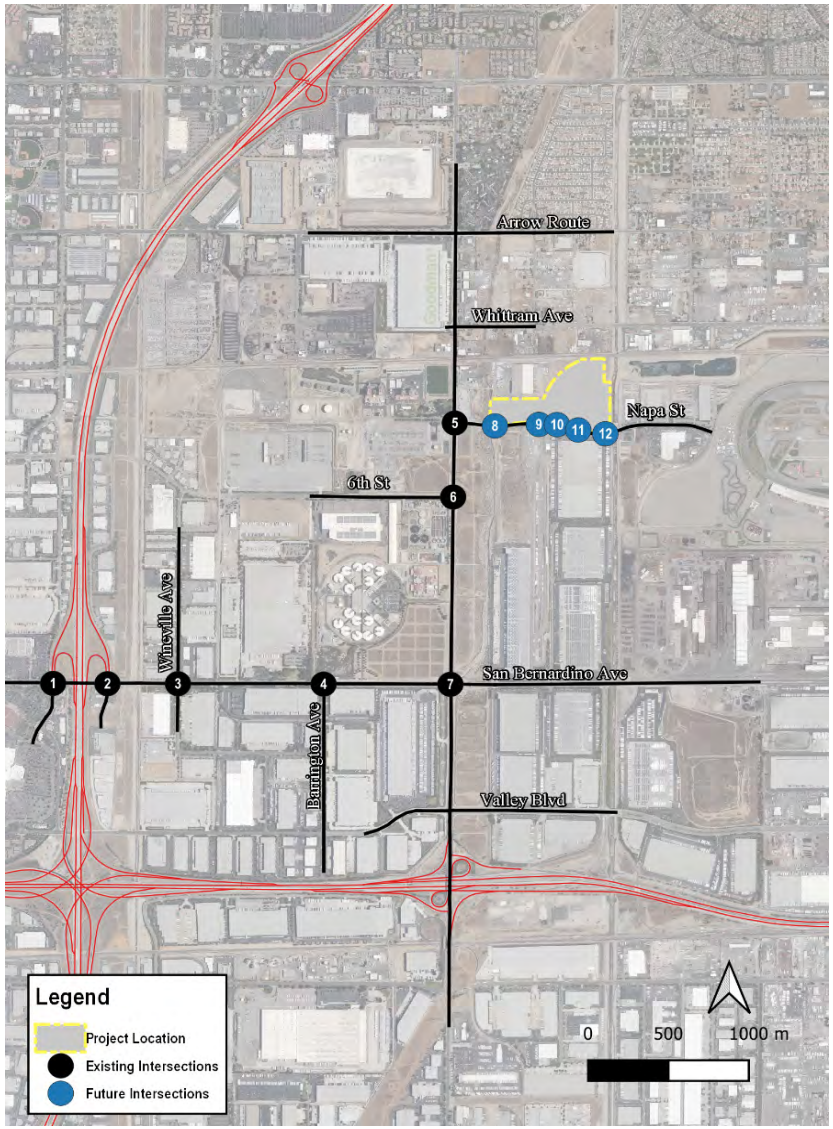


XX/YY AM/PM Peak Hour Trips

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FIGURE 34

Napa Warehouse
Total Project Alternative 2 Building A and B Trip Assignment



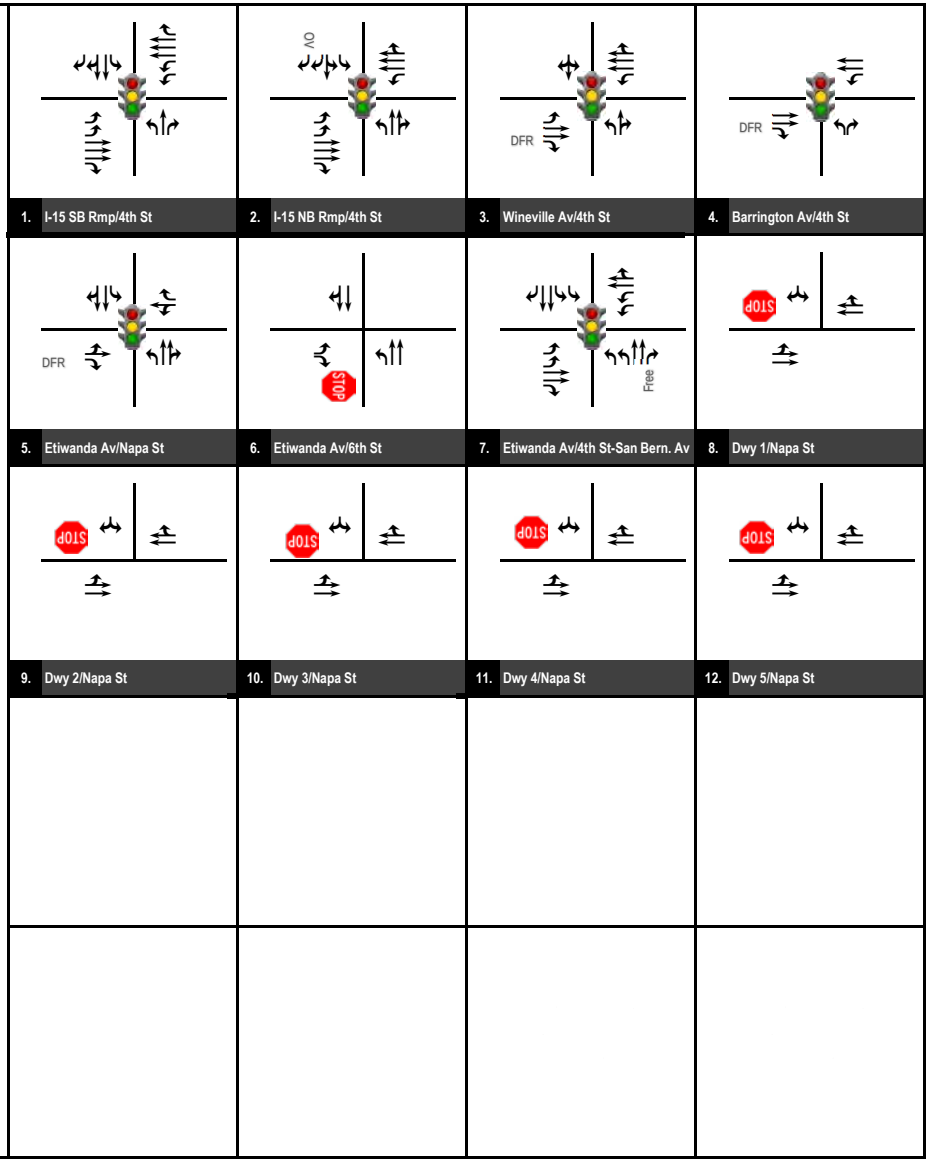


FIGURE 35

Legend

Traffic Signal
Stop Sign
OV Overlap
Free Free Right
DFR De Facto Right

Napa Warehouse

Existing Without Project Alternative 2 Intersection Geometrics and Stop Control

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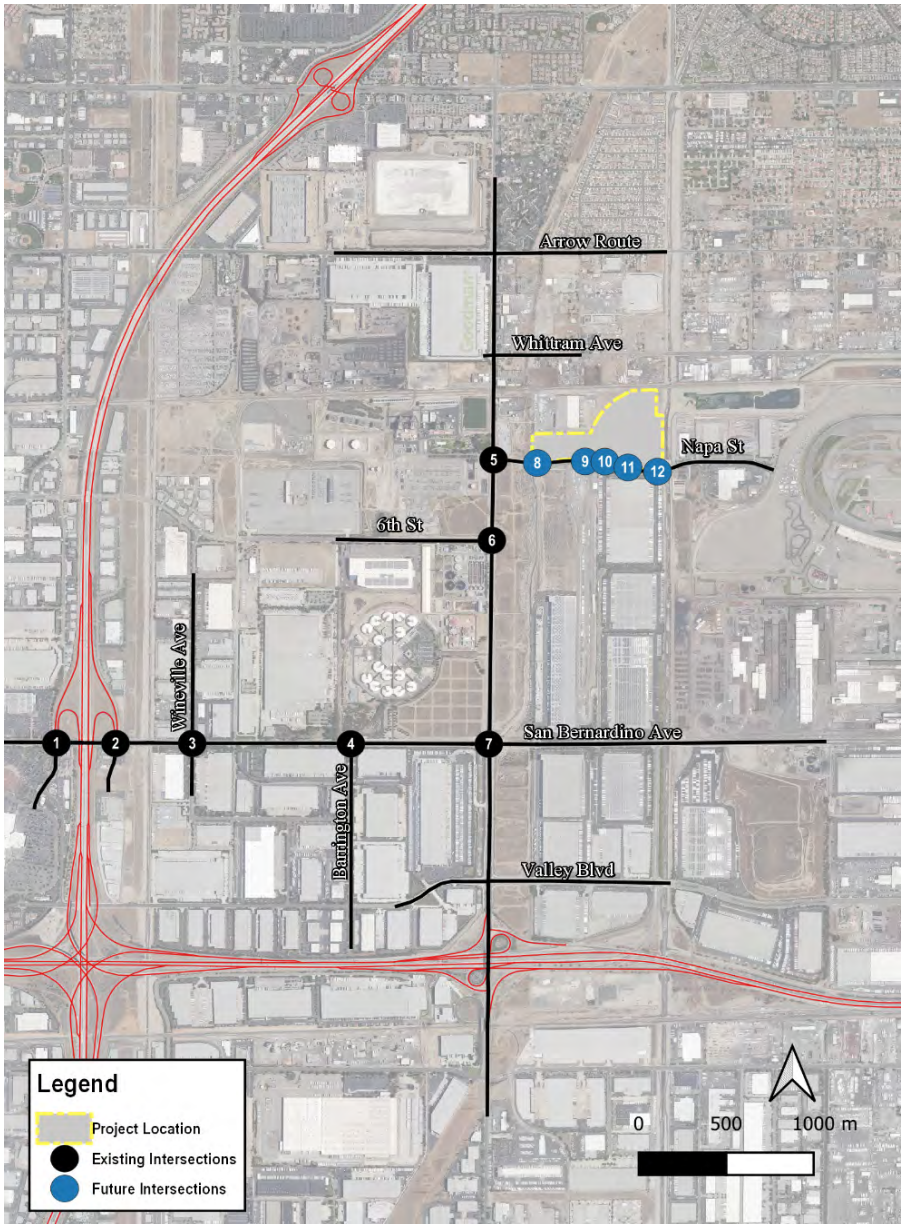
Table M: Existing Without Project Alternative 2 Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project AM Peak Hour Delay	AM LOS		PM Peak Hour Delay	PM LOS	
1 . I-15 Southbound Rmp/4th Street	Caltrans	D	Signal	49.2	D		59.5	E	*
2 . I-15 Northbound Rmp/4th Street	Caltrans	D	Signal	30.6	C		33.6	C	
3 . Wineville Avenue/4th Street	Rancho Cucamonga	D	Signal	23.2	C		23.7	C	
4 . Barrington Avenue/4th Street	Rancho Cucamonga	D	Signal	9.8	A		9.6	A	
5 . Etiwanda Avenue/Napa Street	Rancho Cucamonga	D	Signal	46.4	D		52.3	D	
6 . Etiwanda Avenue/6th Street	Rancho Cucamonga	D	TWSC	39.3	E	*	26.7	D	
7 . Etiwanda Avenue/4th St-San Bern. Avenue	Rancho Cucamonga	D	Signal	37.2	D		37.6	D	
8 . Driveway 1/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*					
9 . Driveway 2/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*					
10 . Driveway 3/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*					
11 . Driveway 4/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*					
12 . Driveway 5/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*					

Notes:

* Exceeds LOS Standard

LOS = Level of Service



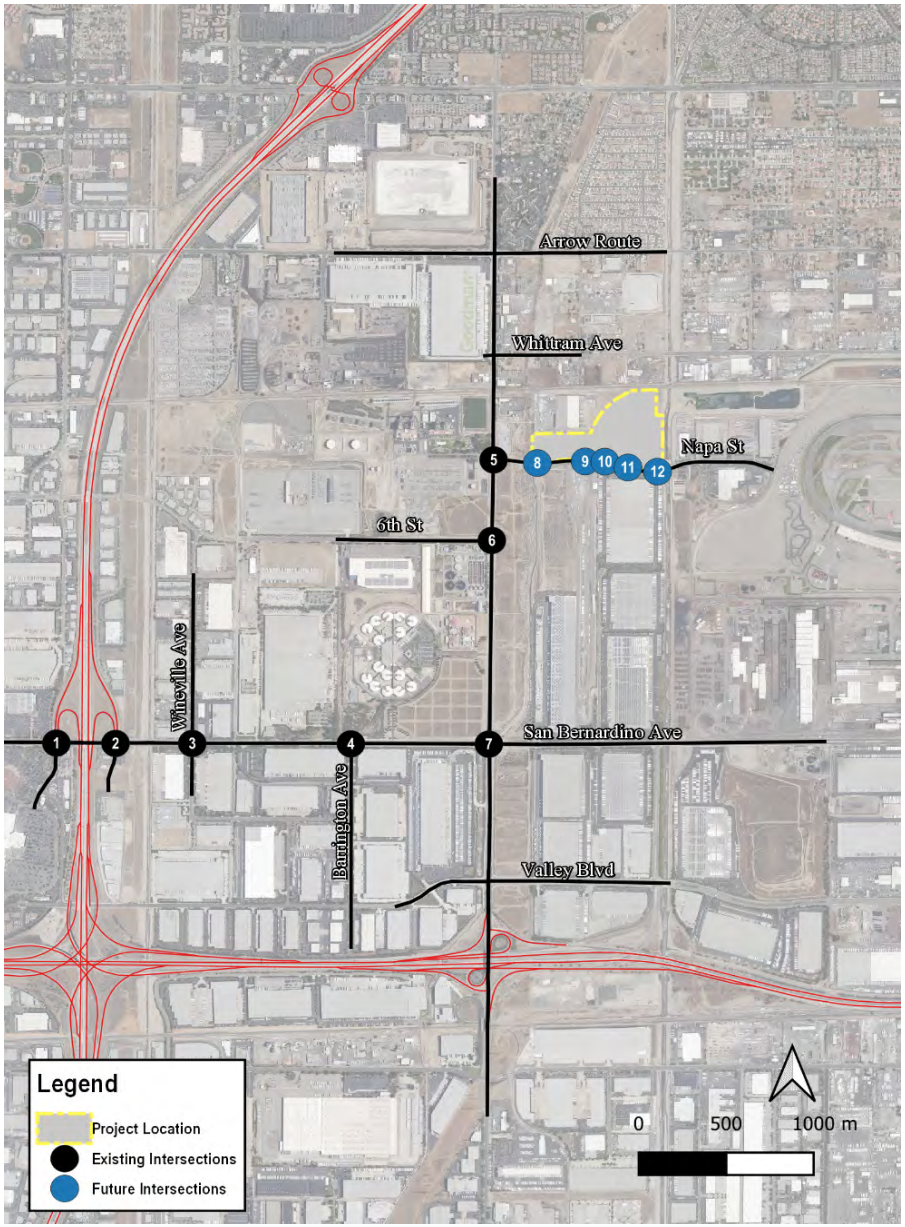
837/577 212/297 172/101 ↱ 169/308 ← 1332/967 ↰ 107/215 328/941 ↳ 365/1195 → 58/114 ↴ ↰ 70/135 ↑ 68/296 ↱ 82/334	980/632 70/68 420/154 ↱ 76/170 ← 512/753 ↰ 45/75 178/807 ↳ 367/719 → 74/94 ↴ ↰ 115/120 ↑ 21/73 ↱ 64/57	88/184 12/14 48/147 ↱ 143/91 ← 509/724 ↰ 22/2 263/48 ↳ 437/839 → 136/30 ↴ ↰ 39/103 ↑ 13/19 ↱ 8/7	← 612/712 ↰ 22/2 357/962 → 136/30 ↴ ↰ 39/103 ↱ 8/7
1 I-15 SB Rmp/4th St	2 I-15 NB Rmp/4th St	3 Wineville Av/4th St	4 Barrington Av/4th St
0/2 830/570 59/134 ↱ 74/105 ↰ 139/117 0/2 ↳ 0/1 ↴ ↰ 0/1 ↑ 482/876 ↱ 156/48	19/29 943/623 ↱ ↓ 20/17 ↳ 31/37 ↴ ↰ 35/19 ↑ 596/940	185/222 711/544 57/82 ↱ 49/71 ← 326/317 ↰ 329/216 136/198 ↳ 137/519 → 90/322 ↴ ↰ 265/267 ↑ 596/685 ↱ 46/69	*Future Intersection*
5 Etiwanda Av/Napa St	6 Etiwanda Av/6th St	7 Etiwanda Av/4th St-San Bern. Av	8 Dwy 1/Napa St
Future Intersection	*Future Intersection*	*Future Intersection*	*Future Intersection*
9 Dwy 2/Napa St	10 Dwy 3/Napa St	11 Dwy 4/Napa St	12 Dwy 5/Napa St

FIGURE 36

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Napa Warehouse
Existing Without Project Alternative 2 Peak Hour Traffic Volumes

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873/601 220/309 240/135 → 234/519 ← 1517/1323 ↖ 119/230 593/1156 ↳ 436/1296 → 83/138 ↳ 96/158 ↑ 71/308 ↑ 93/353 ↱	1117/917 73/71 590/233 → 97/247 ← 635/1049 ↖ 47/78 189/845 ↳ 502/831 → 78/98 ↳ 121/126 ↑ 22/76 ↑ 67/59 ↱	93/192 12/15 50/153 → 149/95 ← 650/1088 ↖ 23/2 275/51 ↳ 726/1026 → 142/31 ↳ 42/108 ↑ 14/20 ↑ 8/7 ↱	← 724/867 ↖ 23/2 459/1090 → 141/31 ↳ 41/107 ↑ 8/7 ↱
1 I-15 SB Rmp/4th St	2 I-15 NB Rmp/4th St	3 Wineville Av/4th St	4 Barrington Av/4th St
49/25 950/741 61/139 → 77/109 ↖ 145/122 16/59 ↳ 18/68 ↳ 57/27 ↑ 606/1003 ↑ 162/50 ↱	21/30 1085/863 ↓ 23/21 ↳ 37/44 ↳ 37/20 ↑ 780/1093 ↑	241/325 795/682 61/92 → 58/77 ← 364/359 ↖ 342/225 202/252 ↳ 168/572 → 105/352 ↳ 291/290 ↑ 714/778 ↑ 48/72 ↱	*Future Intersection*
5 Etiwanda Av/Napa St	6 Etiwanda Av/6th St	7 Etiwanda Av/4th St-San Bern. Av	8 Dwy 1/Napa St
Future Intersection	*Future Intersection*	*Future Intersection*	*Future Intersection*
9 Dwy 2/Napa St	10 Dwy 3/Napa St	11 Dwy 4/Napa St	12 Dwy 5/Napa St

FIGURE 37

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Napa Warehouse

Opening Year (2022) Without Project Alternative 2 Peak Hour Traffic Volumes

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Table N: Opening Year (2022) With Project Alternative 2 Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project				With Project			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 . I-15 Southbound Rmp/4th Street	Caltrans	D	Signal	82.8	F *	>100	F *	83	F *	>100	F *
2 . I-15 Northbound Rmp/4th Street	Caltrans	D	Signal	33.9	C	51.3	D	34.0	C	39	D
3 . Wineville Avenue/4th Street	Rancho Cucamonga	D	Signal	22.1	C	23.8	C	22	C	24	C
4 . Barrington Avenue/4th Street	Rancho Cucamonga	D	Signal	10	A	10	A	10	A	10.1	B
5 . Etiwanda Avenue/Napa Street	Rancho Cucamonga	D	Signal	49.3	D	51.3	D	54	D	54.1	D
6 . Etiwanda Avenue/6th Street	Rancho Cucamonga	D	TWSC	64.6	F *	45.1	E *	72.2	F *	52.5	F *
7 . Etiwanda Avenue/4th St-San Bern. Avenue	Rancho Cucamonga	D	Signal	42.5	D	42.3	D	44.8	D	45	D
8 . Driveway 1/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*				9	A	9.3	A
9 . Driveway 2/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*				9	A	9.2	A
10 . Driveway 3/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*				9.0	A	9.2	A
11 . Driveway 4/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*				9	A	9.1	A
12 . Driveway 5/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*				9	A	9.1	A

Notes:

* Exceeds LOS Standard

LOS = Level of Service

calculation worksheets are contained in Appendix C. As shown in Table N, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- I-15 Southbound Ramps/4th Street (a.m. and p.m. peak hours); and
- Etiwanda Avenue/6th Street (a.m. peak hour).

14.3 Opening Year (2022) With Project Alternative 2 Levels of Service

A level of service analysis was conducted for opening year (2022) with project Alternative 2 conditions to determine circulation system performance. Opening year (2022) with project Alternative 2 traffic volumes at study intersections are shown in Figure 38. Detailed volume development worksheets are included in Appendix B. The opening year with project Alternative 2 levels of service for the study area intersections are summarized in Table N. Level of service calculation worksheets are contained in Appendix C. As shown in Table N, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- I-15 Southbound Ramps/4th Street (a.m. and p.m. peak hours); and
- Etiwanda Avenue/6th Street (a.m. peak hour).

It should be noted that the intersections above operate at unsatisfactory levels of service under without project conditions and the project contributes to these pre-existing unsatisfactory operations.

14.4 Year 2040 Without Project Alternative 2 Levels of Service

A level of service analysis was conducted for Year 2040 without project Alternative 2 conditions to determine circulation system performance. Year 2040 without project Alternative 2 traffic volumes at study intersections are shown in Figure 39. Detailed volume development worksheets are included in Appendix B. Year 2040 without project Alternative 2 levels of service for the study area intersections are summarized in Table O. Level of service calculation worksheets are contained in Appendix C. As shown in Table O, all study area intersections are forecast to operate at satisfactory levels of service except for the following locations:

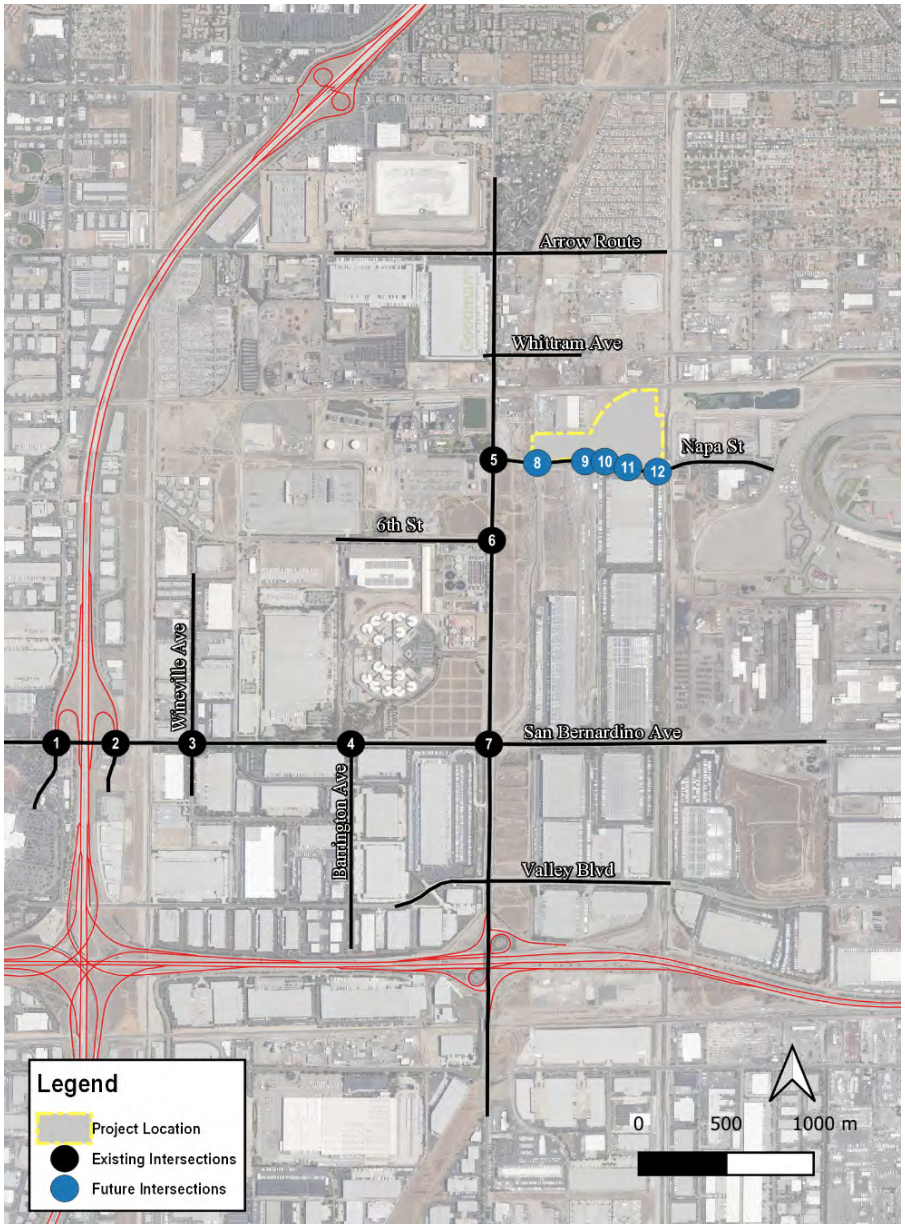
- I-15 Southbound Ramps/4th Street (a.m. and p.m. peak hours).
- Etiwanda Avenue/Napa Street (p.m. peak hour); and
- Etiwanda Avenue/6th Street (a.m. and p.m. peak hours).

14.5 Year 2040 With Project Alternative 2 Intersections Levels of Service

A level of service analysis was conducted for year 2040 with project Alternative 2 conditions to determine circulation system performance. Year 2040 with project Alternative 2 traffic volumes at study intersections are shown in Figure 40. Year 2040 with project Alternative 2 levels of service for the study area intersections are summarized in Table O. Level of service calculation worksheets are contained in Appendix C. As shown in Table O, all study area intersections are forecast to operate at satisfactory levels of service except for the following locations:

- I-15 Southbound Ramps/4th Street (a.m. and p.m. peak hours).
- Etiwanda Avenue/Napa Street (p.m. peak hour); and
- Etiwanda Avenue/6th Street (a.m. and p.m. peak hours).

It should be noted that the intersections above operate at unsatisfactory levels of service under without project conditions and the project contributes to these pre-existing unsatisfactory operations.



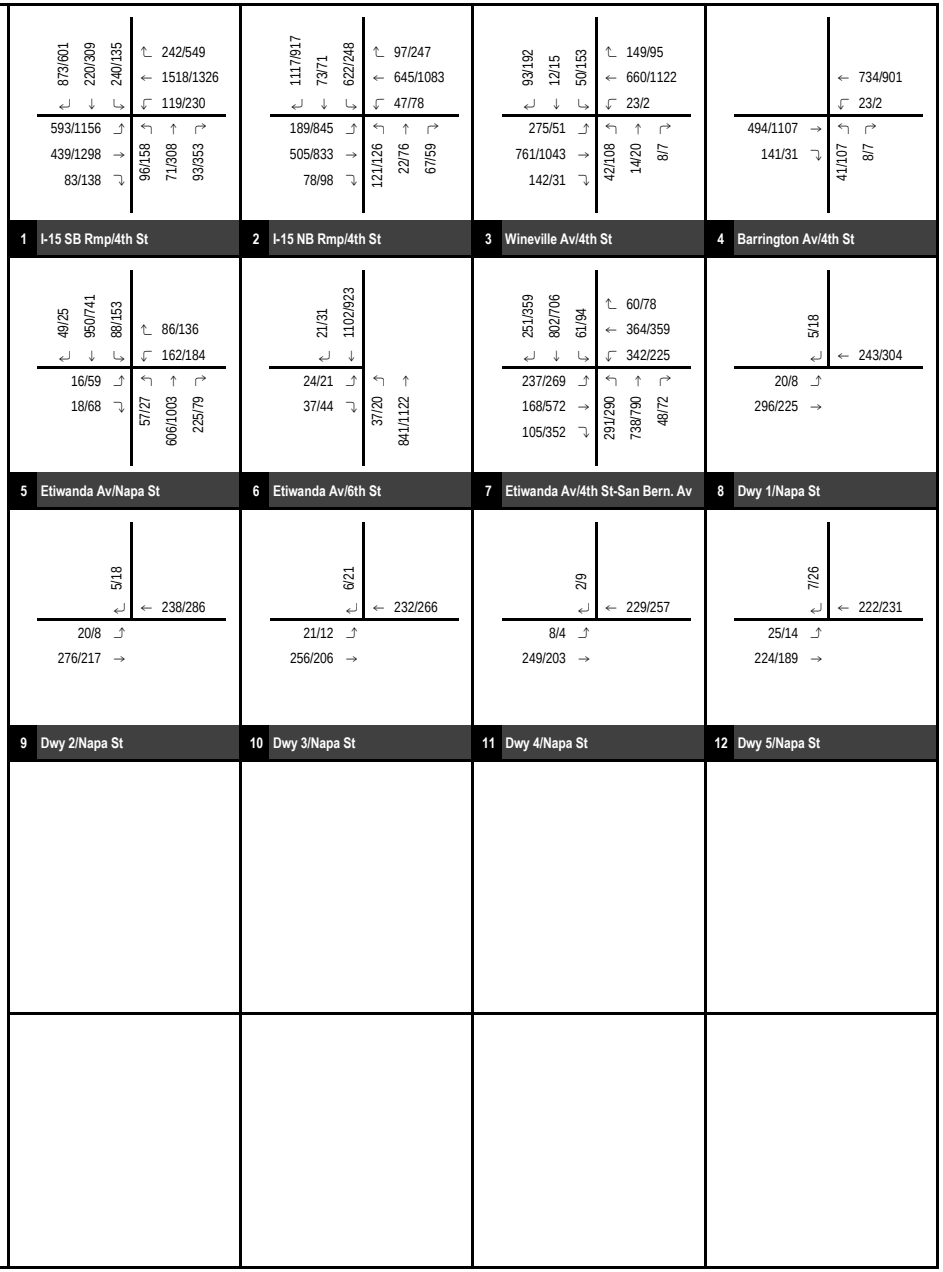


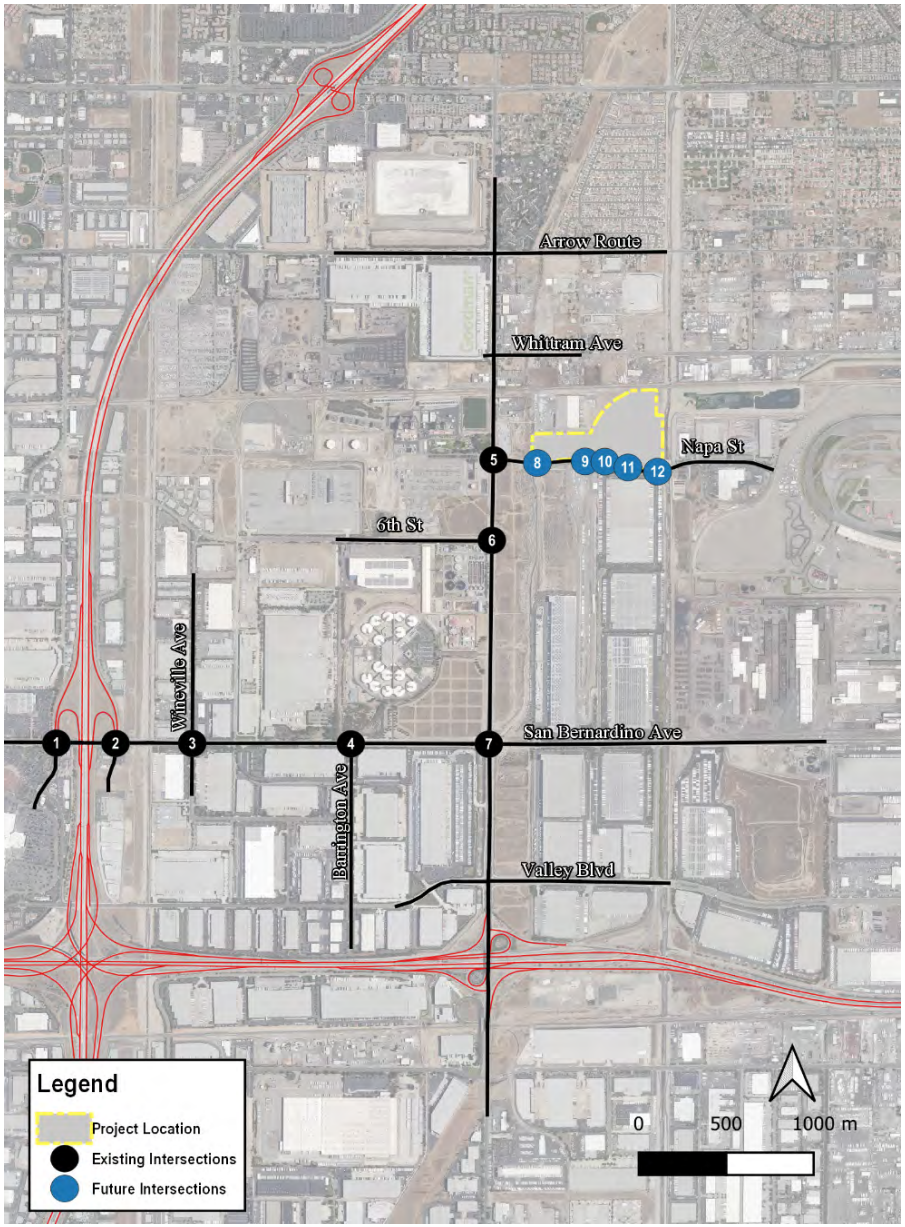
FIGURE 38

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Napa Warehouse

Opening Year (2022) With Project Alternative 2 Peak Hour Traffic Volumes

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887/622 231/324 252/142 → 246/545 ← 1593/1389 ← 125/242 623/1214 → 479/1465 → 87/145 → 101/167 ← 75/323 ← 98/423	1267/998 86/79 740/277 → 134/270 ← 773/1140 ← 54/82 207/976 → 633/1040 → 85/118 → 139/132 ← 24/80 ← 81/63	115/207 16/17 61/176 → 182/106 ← 795/1170 ← 28/2 350/65 → 923/1274 → 181/41 → 51/115 ← 18/22 ← 9/8	← 760/910 ← 24/2 514/1165 → 148/33 → 43/112 ← 8/7
1 I-15 SB Rmp/4th St	2 I-15 NB Rmp/4th St	3 Wineville Av/4th St	4 Barrington Av/4th St
51/26 1139/778 173/146 → 81/214 ← 152/128 17/62 → 19/71 → 60/28 ← 638/1326 ← 200/87	129/108 1605/1075 167/234 → 145/249 → 108/41 ← 1043/1431 ←	242/341 842/716 74/191 → 73/96 ← 382/377 ← 359/236 229/265 → 177/818 → 110/370 → 306/305 ← 750/912 ← 50/124	*Future Intersection*
5 Etiwanda Av/Napa St	6 Etiwanda Av/6th St	7 Etiwanda Av/4th St-San Bern. Av	8 Dwy 1/Napa St
Future Intersection	*Future Intersection*	*Future Intersection*	*Future Intersection*
9 Dwy 2/Napa St	10 Dwy 3/Napa St	11 Dwy 4/Napa St	12 Dwy 5/Napa St

FIGURE 39

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Napa Warehouse
Year 2040 Without Project Alternative 2 Peak Hour Traffic Volumes

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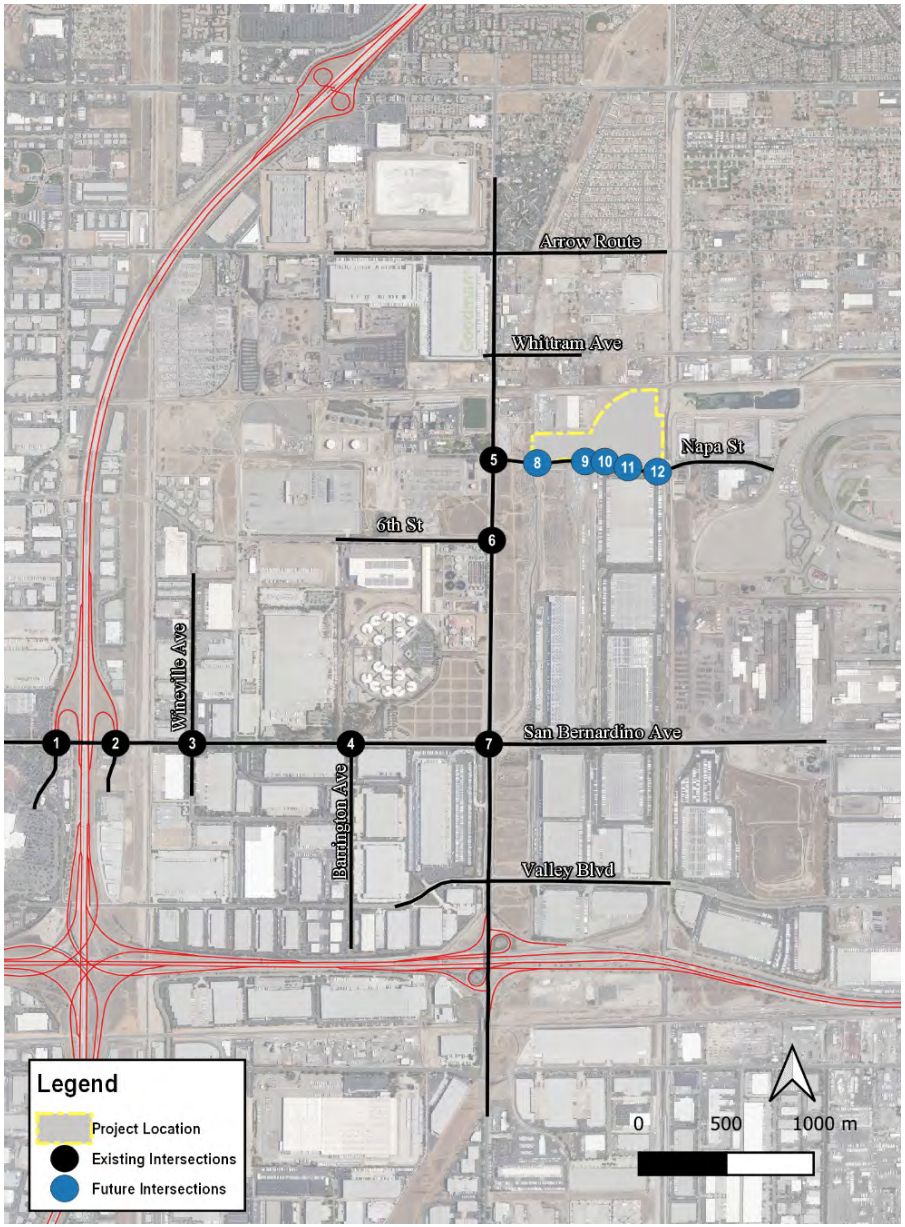
Table O: Year 2040 With Project Alternative 2 Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project AM Peak Hour Delay	LOS		Without Project PM Peak Hour Delay	LOS		With Project AM Peak Hour Delay	LOS		With Project PM Peak Hour Delay	LOS	
1 . I-15 Southbound Rmp/4th Street	Caltrans	D	Signal	81.3	F	*	94.1	F	*	81.4	F	*	99	F	*
2 . I-15 Northbound Rmp/4th Street	Caltrans	D	Signal	41.9	D		40.5	D		41.8	D		39.3	D	
3 . Wineville Avenue/4th Street	Rancho Cucamonga	D	Signal	23.4	C		24	C		23.3	C		23.8	C	
4 . Barrington Avenue/4th Street	Rancho Cucamonga	D	Signal	9.9	A		9.5	A		9.9	A		9.9	A	
5 . Etiwanda Avenue/Napa Street	Rancho Cucamonga	D	Signal	52.4	D		62.5	E	*	54.6	D		62.9	E	*
6 . Etiwanda Avenue/6th Street	Rancho Cucamonga	D	TWSC	>100	F	*	>100	F	*	>100	F	*	>100	F	*
7 . Etiwanda Avenue/4th St-San Bern. Avenue	Rancho Cucamonga	D	Signal	40	D		44.5	D		40.6	D		46.5	D	
8 . Driveway 1/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9	A		9.7	A	
9 . Driveway 2/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9	A		9.6	A	
10 . Driveway 3/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9.0	A		9.5	A	
11 . Driveway 4/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9	A		9.4	A	
12 . Driveway 5/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9	A		9.4	A	

Notes:

* Exceeds LOS Standard

LOS = Level of Service



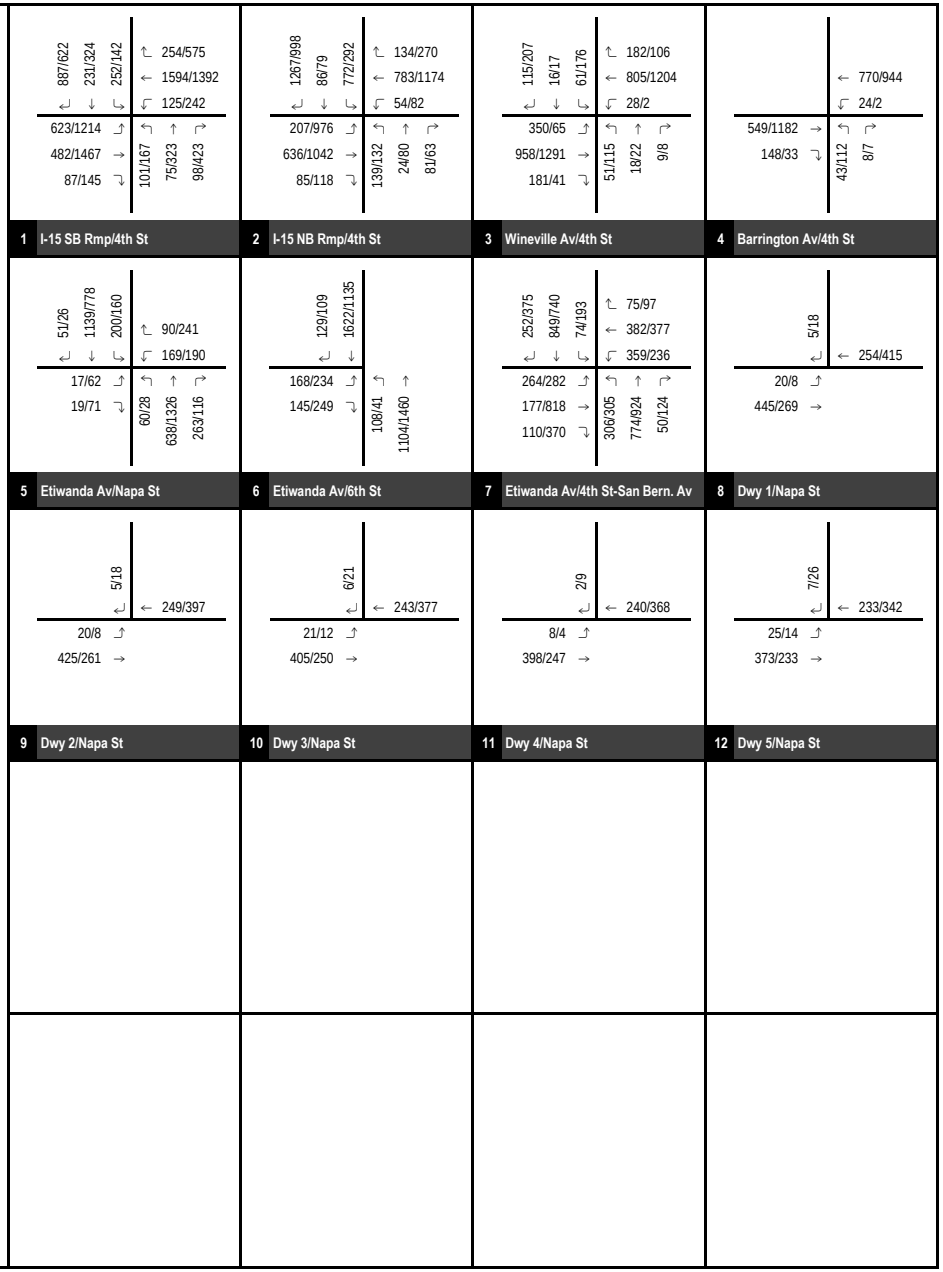


FIGURE 40

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Napa Warehouse
Year 2040 With Project Alternative 2 Peak Hour Traffic Volumes

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15.0 ALTERNATIVE 2 CIRCULATION IMPROVEMENTS

The City guidelines require that circulation improvements be recommended at any intersection which operates at unsatisfactory level of service. These include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate.

15.1 Opening Year (2022) With Project Alternative 2 Conditions

Under opening year (2022) with project Alternative 2 conditions, the following improvements are recommended to restore satisfactory operations:

- **I-15 Southbound Ramps/4th Street** – Add overlap phasing to the northbound, southbound, and westbound right turn lanes and optimize the cycle lengths. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project's fair share calculation is shown in Table P. As shown in Table P, the project fair share contribution at this intersection is 2.25%.
- **Etiwanda Avenue/6th Street** – Install a traffic signal. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are included in the SBCTA Development Mitigation Nexus Study. The project will pay fees to these planned improvements.

The resulting levels of service for opening year (2022) with project Alternative 2 with improvements conditions are included in Table Q. Figure 41 illustrates the recommended improvements. With the implementation of recommended improvements, all intersections will operate at satisfactory levels of service.

15.2 Year 2040 With Project Alternative 2 Conditions

Under year 2040 with project Alternative 2 conditions, the following improvements are recommended to restore satisfactory operations:

- **I-15 Southbound Ramps/4th Street** – Add overlap phasing to the northbound, southbound, and westbound right turn lanes and optimize the cycle lengths. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project's fair share calculation is shown in Table P. As shown in Table P, the project fair share contribution at this intersection is 2.25%.
- **Etiwanda Avenue/Napa Street** – Add overlap phasing to the westbound right-turn lane. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project's fair share calculation is shown in Table P. As shown in Table P, the project fair share contribution at this intersection is 12.80%.
- **Etiwanda Avenue/6th Street** – Install a traffic signal. These improvements are included in the SBCTA Development Mitigation Nexus Study. The project will pay fees to these planned improvements.

The resulting levels of service for year 2040 with project Alternative 2 with improvements conditions are included in Table R. Figure 42 illustrates the recommended improvements. With the implementation of recommended improvements, all intersections will operate at satisfactory levels of service.

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Table P: Project Alternative 2 Fair Share Calculations

	AM Peak Hour					PM Peak Hour					Project Fair Share %
	Total Volume		Total	Project	Project	Total Volume		Total	Project	Project	
	2020	With Project	Growth	Trips	%	2020	With Project	Growth	Trips	%	
1 . I-15 Southbound Rmp/4th Street	3,800	4,807	1,007	12	1.19%	5,480	7,036	1,556	35	2.25%	2.25%
5 . Etiwanda Avenue/Napa Street	1,740	2,646	906	116	12.80%	1,856	2,999	1,143	132	11.55%	12.80%

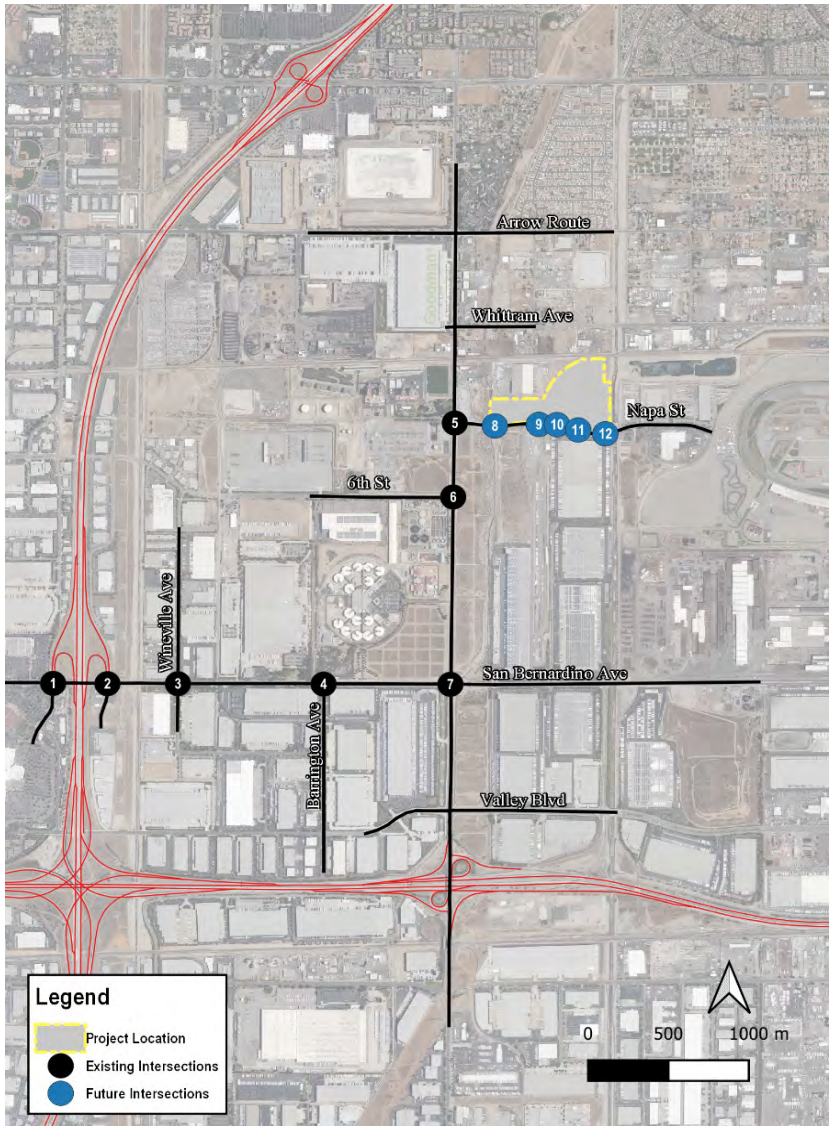
Table Q: Opening Year (2022) With Project With Improvements Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	With Project						WP With Improvements			
				AM Peak Hour			PM Peak Hour			AM Peak Hour		PM Peak Hour	
				Delay	LOS		Delay	LOS		Delay	LOS	Delay	LOS
1 . I-15 Southbound Rmp/4th Street	Caltrans	D	Signal	83	F	*	>100	F	*	48.9	D	54.2	D
6 . Etiwanda Avenue/6th Street	Rancho Cucamonga	D	Signal	72.2	E	*	52.5	D		3.7	A	3.8	A

Notes:

* Exceeds LOS Standard

LOS = Level of Service



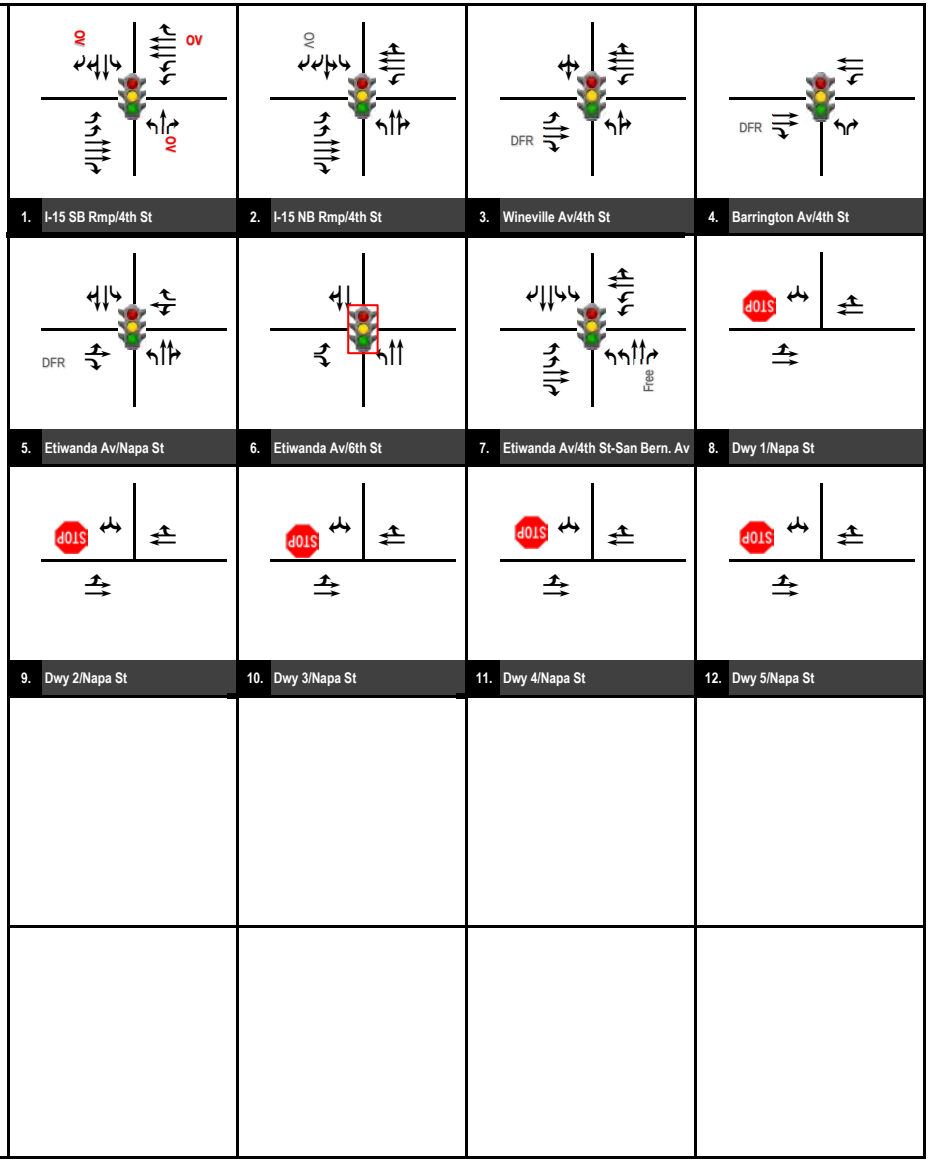


FIGURE 41

Legend

Traffic Signal
Stop Sign
OV Overlap
DFR De Facto Right
Free Free Right

Napa Warehouse

Opening Year (2022) With Project Alternative 2 With Improvements Intersection Geometrics and Stop Control

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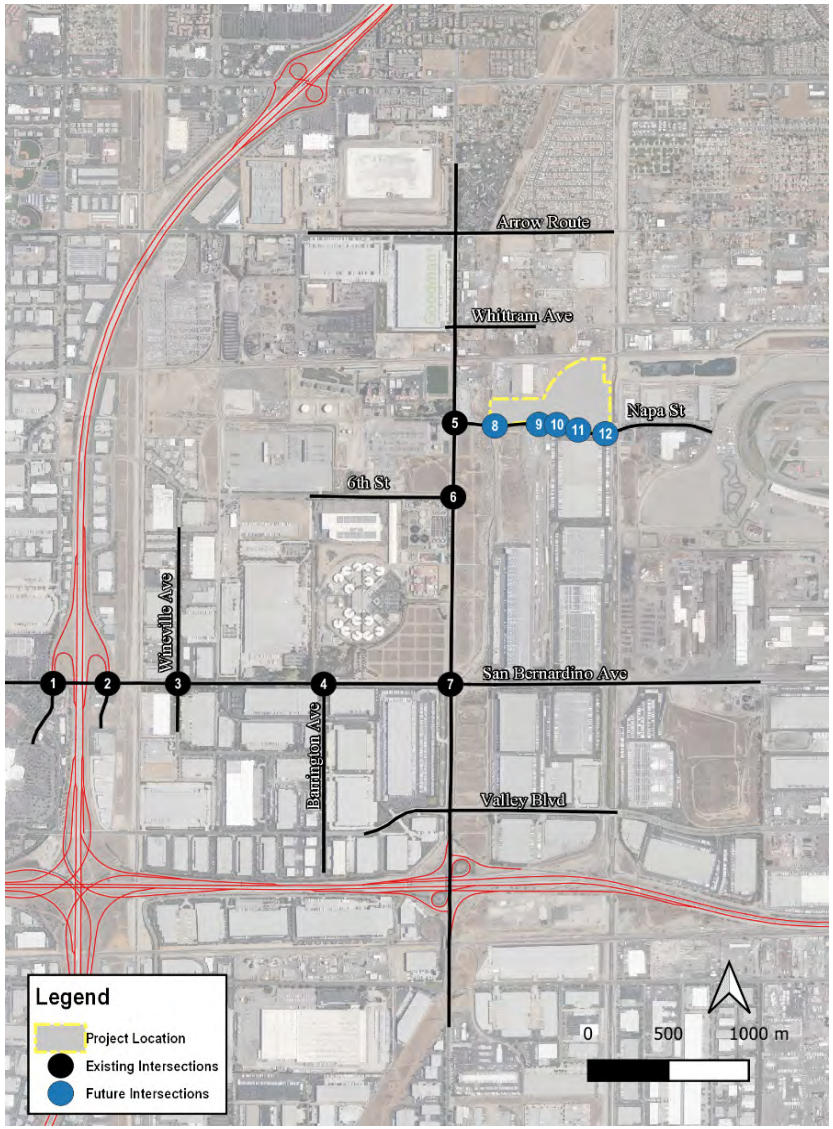
Table R: Year 2040 With Project With Improvements Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	With Project				WP With Improvements			
				AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1 . I-15 Southbound Rmp/4th Street	Caltrans	D	Signal	81.4	F *	99.0	F *	49.9	D	51	D
5 . Etiwanda Avenue/Napa Street	Rancho Cucamonga	D	Signal	54.6	D	62.9	E *	53.6	D	51.1	D
6 . Etiwanda Avenue/6th Street	Rancho Cucamonga	D	TWSC	>100	F *	>100	F *	21.9	C	17.8	C

Notes:

* Exceeds LOS Standard

LOS = Level of Service



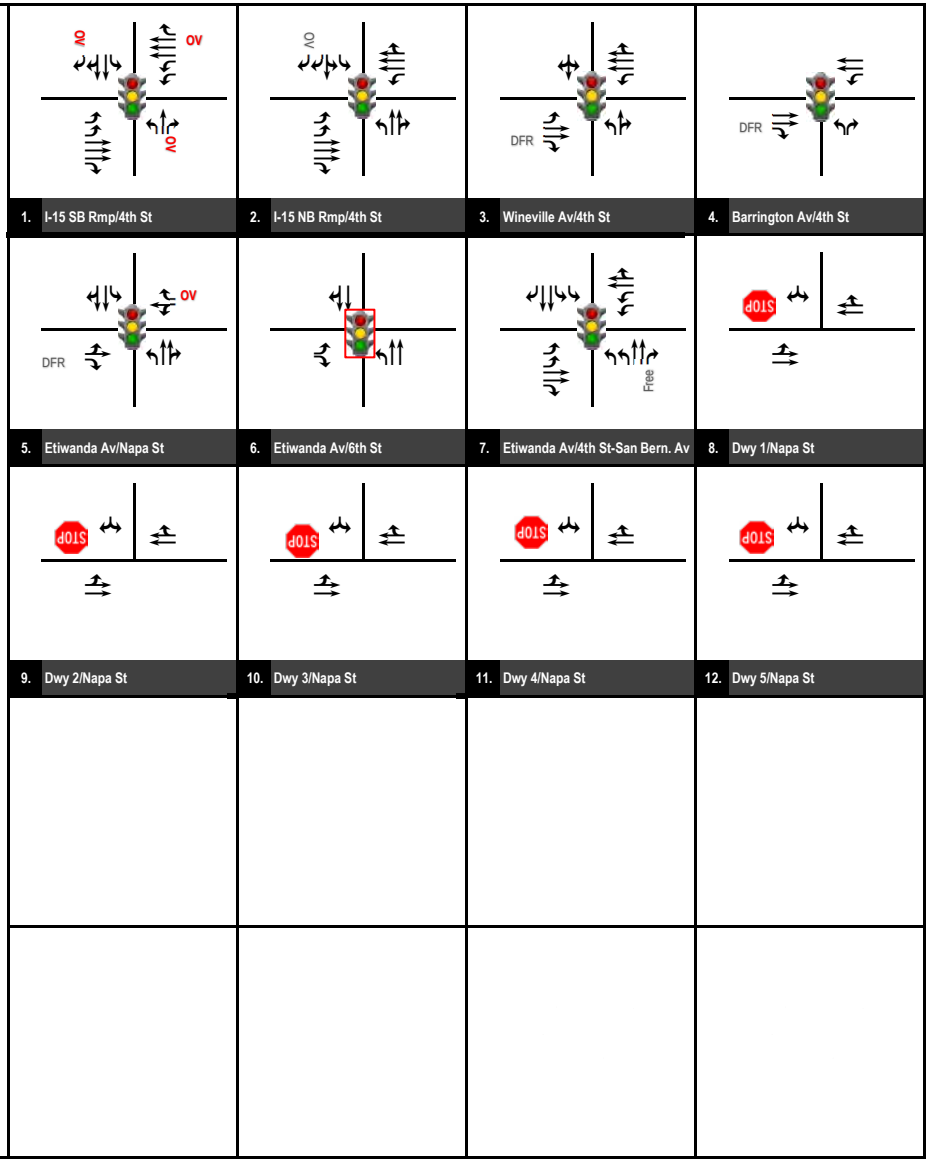


FIGURE 42

Legend

Traffic Signal
Stop Sign
OV Overlap
DFR De Facto Right
Free Free Right

Napa Warehouse

Year 2040 With Project Alternative 2 With Improvements Intersection Geometrics and Stop Control

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APPENDIX A: SCOPING AGREEMENT/ TRAFFIC COUNTS

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(949) 656 3131
solutions@translutions.com

September 8, 2020

Mr. Baldwin Ngai, Assistant Engineer
City of Rancho Cucamonga
10500 Civic Center Drive
Rancho Cucamonga, California 91730

Subject: Napa Warehouse – Scope of Work for Traffic Impact Analysis

Dear Baldwin,

Translutions, Inc. (Translutions) is pleased to present this Scope of Work to the City of Rancho Cucamonga for your review and approval. Translutions, Inc. (Translutions) is under contract to prepare a Traffic Impact Analysis (TIA) for the proposed warehouse project to be located approximately 1,500 feet to the northeast of the intersection of Etiwanda Avenue and Napa Street in the City of Rancho Cucamonga. The TIA will include two different alternatives that will be analyzed individually within the report. Alternative 1 will include a 500,743 square foot E-Commerce Warehouse building. Alternative 2 will include a 500,694 square foot High-Cube Warehouse building and a 150,266 square foot Warehouse building. This scope includes the work that will be performed in the TIA under both Alternatives 1 and 2.

The City has recently approved the City of Rancho Cucamonga *Traffic Impact Analysis Guidelines* (June 2020). These guidelines describe the key elements required for preparing Level of Service Analysis Reports consistent with the countywide goals toward the Congestion Management Program (CMP) in San Bernardino County. These guidelines also include a CEQA Assessment for VMT analysis and lists the VMT thresholds, screening tools, and methodologies. The TIA will be prepared consistent with City guidelines and the CMP.

ALTERNATIVE 1: E-COMMERCE WAREHOUSE SCOPE OF WORK

PROJECT DESCRIPTION

As stated previously, Alternative 1 includes the construction of a 500,743 square foot E-Commerce Warehouse building. The E-Commerce alternative will provide 1,467 auto parking stalls in surface parking lots adjacent to the main building a surface parking lot to the west of the main building. Truck trailer parking will include a total of 54 parking stalls to the north and east of the main building. Access to the project will be provided via five driveways on Napa Street. The easternmost driveway on Napa Street includes full access for trucks and autos. The remaining four driveways will provide full access to autos only.

Figure 1 shows the site plan for the proposed project. The project is anticipated to be completed in 2022.

PROJECT TRIP GENERATION

The trip generation for warehouse facilities are typically based on rates from Institute of Transportation Engineers' (ITE) Trip Generation (10th Edition). However, E-Commerce facilities typically generate higher auto trips than the warehouse uses from ITE. Therefore, the project trip generation was developed from surveys of E-Commerce facilities located in the Inland Empire. Seven Amazon facilities were selected in the Inland Empire, since Amazon facilities have higher trip generations than other E-Commerce facilities. The sites were surveyed for three weekdays (Tuesday through Thursday) in September 2017 and included passenger cars and trucks. The locations of the facilities surveyed included the following:

- 555 E. Orange Show Road, San Bernardino, CA
- 24208 San Michele Road, Moreno Valley, CA
- 24300 Nandina Avenue, Moreno Valley, CA
- 5250 Goodman Road, Eastvale, CA
- 1910 E. Central Avenue, San Bernardino, CA

- 2020 E. Central Avenue, San Bernardino, CA
- 2496 W. Walnut Avenue, Rialto, CA

For the purposes of this analysis, the trip generation was derived based on off-peak and peak season forecasts at the surveyed Amazon facilities. To provide a conservative analysis, the peak season was considered to be 2 months and the off-peak season was considered to be 10 months. The surveyed sites are included in Attachment A.

Table A shows the trip generation for the project developed from the surveyed facilities. Consistent with the SBCTA Guidelines, truck trips were converted to Passenger Car Equivalents using conversion rates of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4+ axle trucks. As shown in Table A, the project trip generation is expected to generate 184 total trips during the a.m. peak hour, 400 total trips during the p.m. peak hour, and 2,484 total daily trips. After converting to PCEs using the SBCTA PCE rates, the project trip generation is expected to generate 208 PCE trips during the a.m. peak hour, 423 PCE trips during the p.m. peak hour, and 2,972 daily PCE trips.

PROJECT TRIP DISTRIBUTION

Project trip distribution patterns for Alternative 1 were based on select zone model runs from the San Bernardino Transportation Analysis Model (SBTAM) and the location of the project in relation to the surrounding land uses and the regional network. The project trip generation was applied to the trip distribution patterns for the proposed project to develop trip assignments for new project trips. Figure 2 shows the trip distribution for project auto trips, and Figure 3 shows the trip distribution for truck trips. Figure 4 shows the trip assignment for auto trips and Figure 5 shows the assignment of truck trips in Passenger Car Equivalents (PCEs). Figure 6 shows the total project trip assignment (in PCEs) at the study intersections.

STUDY AREA DETERMINATION

Based on the City guidelines, a Level of Service analysis is required for a proposed project that will add 50 or more trips (two-way) during either the a.m. or p.m. peak hours at any intersection. Based on the 50-trip threshold, an LOS analysis of the following 18 intersections is proposed:

1. I-15 Southbound Ramps and 4th Street;
2. I-15 Northbound Ramps and 4th Street;
3. Wineville Avenue and 4th Street;
4. Barrington Avenue and 4th Street;
5. Etiwanda Avenue and Foothill Boulevard
6. Etiwanda Avenue and Arrow Route
7. Etiwanda Avenue and Whittram Avenue
8. Etiwanda Avenue and Napa Street
9. Etiwanda Avenue and 6th Street
10. Etiwanda Avenue and 4th Street - San Bernardino Avenue
11. Etiwanda Avenue and Ontario Mills Pkwy-Valley Boulevard
12. Etiwanda Avenue and I-10 Westbound Ramps
13. Etiwanda Avenue and I-10 Eastbound Ramps
14. Driveway 1 and Napa Street
15. Driveway 2 and Napa Street
16. Driveway 3 and Napa Street
17. Driveway 4 and Napa Street
18. Driveway 5 and Napa Street

The analysis of traffic operations and LOS during a.m. and p.m. peak hours will be provided for the following conditions:

- Existing Conditions;
- Opening Day Without Project Conditions;

- Opening Day With Project Conditions;
- Horizon Year 2040 Without Project Conditions; and
- Horizon Year 2040 With Project Conditions.

EXISTING TRAFFIC CONDITIONS

Based on the City guidelines, intersection counts should be less than one-year old. However, the City reserves the right to allow use of older counts when appropriate (such as after the COVID-19 pandemic) or other time periods when vehicle counts are considered non-standard. It is anticipated that counts at the proposed study area intersections will not be conducted due to current traffic conditions from the Covid-19 pandemic. Translutions will contact the City and local traffic data Consultants to determine if counts are available from previous years at any of the study area intersections. If traffic counts are available from previous years, an annual growth rate of 2% per annum will be applied to the counts to approximate regional growth. If traffic counts are not available at a study intersection, traffic volumes at a similar intersection where counts are available will be adjusted using the base year model volumes at the two intersections. The model includes peak period approach and departure volumes that will be post processed using methodologies contained in National Cooperative Highway Research Program Report (NCHRP) 255: *Highway Traffic Data for Urbanized Area Project Planning and Design* (Transportation Research Board, December 1982). For lower volume streets which are not in the model, traffic volumes may be calculated by generating trips for land uses along the roadway based on the ITE *Trip Generation Manual*.

Translutions will also include a qualitative assessment of the existing pedestrian, bicycle, and transit circulation within the study area.

FUTURE TRAFFIC CONDITIONS

Based on the City guidelines, the opening day without project traffic volumes will be developed through application of growth rates to existing traffic volumes. The opening day without project traffic volumes will be based on application of a per annum growth rate of 2% per year and adding cumulative project trips within a five-mile radius of the project. Horizon year 2040 traffic volumes will be based on the SBTAM plots and post-processed consistent with the NCHRP methodologies.

INTERSECTION ANALYSIS METHODOLOGY

Traffic volumes for existing, opening year, and year 2040 conditions will be used to calculate levels of service at the study intersections using the HCM 6th Methodology for unsignalized and signalized intersections using Synchro software. Translutions would also like to request an updated list of cumulative projects in the vicinity of this project from the City to develop opening year traffic volumes. In addition, Translutions would also request information on the City's Capital Improvement Program and any other transportation improvements that the City is considering.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

A VMT analysis will be conducted for Alternative 1 based on the City VMT guidelines. This analysis will include the project generated VMT and project effect on VMT estimates for the project TAZ under the following scenarios:

- Baseline conditions – This data is available in the SBCTA web screening app.
- Baseline plus project conditions – The project land use will be added to the project TAZ or a separate TAZ would be created to contain the project land uses. A full base year model run would be performed and VMT change would be isolated for the project TAZ and across the full model network. If this scenario results in a less-than-significant impact, then additions cumulative scenario analysis may not be required.
- Cumulative no project conditions – This data is available from SBCTA.
- Cumulative plus project conditions – The project land use would either be added to the project TAZ or a separate TAZ would be created to contain the project land uses. The addition of project land uses should be accompanied by a reallocation of a similar amount of land uses from other TAZs; especially if the proposed project is significant in size such that it would change other future developments.

The model output will include total VMT, which includes all vehicle trips and trip purposes, and VMT per service population (population plus employment). The with project scenarios will summarize two types of VMT: project generated VMT per service population and comparing it back to the appropriate benchmark noted in the thresholds of significance, and the project effect on VMT, comparing how the project changes VMT on the network looking at Citywide VMT per service population or a sub-regional VMT per service population and comparing to the no project condition.

ALTERNATIVE 2: HIGH-CUBE WAREHOUSE AND WAREHOUSE SCOPE OF WORK

PROJECT DESCRIPTION

As stated previously, Alternative 2 will construct two buildings with Building A consisting of 500,694 square feet of High-Cube Warehousing and Building B consisting of 147,636 square feet of Warehousing. This alternative will provide 380 auto parking stalls in surface parking lots at both Buildings A and B. Truck trailer parking will include a total of 107 parking stalls at both buildings. Access to the project will be provided via five driveways on Napa Street. All project driveways will include access for trucks and autos with the exception of driveway 4, which will include access for autos only.

Figure 7 shows the site plan for the proposed project. The project is anticipated to be completed in 2022.

PROJECT TRIP GENERATION

Trip generation for Alternative 2 is based on trip generation rates from the Institute of Transportation Engineers' (ITE) Trip Generation (10th Edition) and are based on Land Use 150 - "Warehousing" and Land Use 154 High-Cube Transload and Short-Term Storage Warehouse". Further, SBCTA Guidelines require that truck intensive uses evaluate truck traffic utilizing Passenger Car Equivalents (PCEs). The PCEs were determined based on PCE factors from the San Bernardino County CMP, 2016 Update – Appendix B. Truck trips were converted to Passenger Car Equivalents using the conversion rates of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4+ axle trucks. Table B shows the trip generation for Building A (High-Cube Warehouse). Table C shows the trip generation for Building B (Warehouse). Table D summarizes the trip generation for Buildings A and B. As shown in Table D, the total project is anticipated to generate 69 total trips during the a.m. peak hour, 82 total trips during the p.m. peak hour, and 966 total daily trips. After converting to PCEs, the project is anticipated to generate111 PCE trips during the a.m. peak hour, 131 PCE trips during the p.m. peak hour, and 1,528 daily PCE trips.

PROJECT TRIP DISTRIBUTION

Project trip distribution patterns for Alternative 2 were based on select zone model runs from the San Bernardino Transportation Analysis Model (SBTAM) and the location of the project in relation to the surrounding land uses and the regional network. The project trip generation was applied to the trip distribution patterns for the proposed project to develop trip assignments for new project trips. Figure 8 shows the Building A High-Cube warehouse trip distribution for project auto trips, and Figure 9 shows the Building A High-Cube Warehouse trip distribution for truck trips. Figure 10 shows the Building A High-Cube warehouse trip assignment for auto trips and Figure 11 shows the Building A High-Cube warehouse assignment of truck trips in Passenger Car Equivalents (PCEs). Figure 12 shows the total High-Cube Warehouse project trip assignment.

Figure 13 shows the Building B warehouse trip distribution for project auto trips, and Figure 14 shows the Building B warehouse trip distribution for truck trips. Figure 15 shows the Building B warehouse trip assignment for auto trips and Figure 16 shows the Building B warehouse assignment of truck trips in Passenger Car Equivalents (PCEs). Figure 17 shows the total Building B Warehouse project trip assignment.

Figure 18 shows the total project trip assignment for the high-cube warehouse and warehouse buildings (in PCEs) at the study intersections.

STUDY AREA DETERMINATION

Based on the City guidelines, a Level of Service analysis is required for a proposed project that will add 50 or more trips (two-way) during either the a.m. or p.m. peak hours at any intersection. Based on the 50-trip threshold, an LOS analysis of the following 12 intersections is proposed:

1. I-15 Southbound Ramps and 4th Street;
2. I-15 Northbound Ramps and 4th Street;
3. Wineville Avenue and 4th Street;
4. Barrington Avenue and 4th Street;
5. Etiwanda Avenue and Napa Street;
6. Etiwanda Avenue and 6th Street;
7. Etiwanda Avenue and 4th Street-San Bernardino Avenue;
8. Driveway 1 and Napa Street;
9. Driveway 2 and Napa Street;
10. Driveway 3 and Napa Street;
11. Driveway 4 and Napa Street; and
12. Driveway 5 and Napa Street.

The analysis of traffic operations and LOS during a.m. and p.m. peak hours will be provided for the following conditions:

- Existing Conditions;
- Opening Day Without Project Conditions;
- Opening Day With Project Conditions;
- Horizon Year 2040 Without Project Conditions; and
- Horizon Year 2040 With Project Conditions.

EXISTING TRAFFIC CONDITIONS

Based on the City guidelines, intersection counts should be less than one-year old. However, the City reserves the right to allow use of older counts when appropriate (such as after the COVID-19 pandemic) or other time periods when vehicle counts are considered non-standard. It is anticipated that counts at the proposed study area intersections will not be conducted due to current traffic conditions from the Covid-19 pandemic. Translutions will contact the City and local traffic data Consultants to determine if counts are available from previous years at any of the study area intersections. If traffic counts are available from previous years, an annual growth rate of 2% per annum will be applied to the counts to approximate regional growth. If traffic counts are not available at a study intersection, traffic volumes at a similar intersection where counts are available will be adjusted using the base year model volumes at the two intersections. The model includes peak period approach and departure volumes that will be post processed using methodologies contained in National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design (Transportation Research Board, December 1982). For lower volume streets which are not in the model, traffic volumes may be calculated by generating trips for land uses along the roadway based on the ITE Trip Generation Manual.

Translutions will also include a qualitative assessment of the existing pedestrian, bicycle, and transit circulation within the study area.

FUTURE TRAFFIC CONDITIONS

Based on the City guidelines, the opening day without project traffic volumes will be developed through application of growth rates to existing traffic volumes. The opening day without project traffic volumes will be based on application of a per annum growth rate of 2% per year and adding cumulative project trips within a five-mile radius of the project. Horizon year 2040 traffic volumes will be based on the SBTAM plots and post-processed consistent with NCHRP methodologies.

INTERSECTION ANALYSIS METHODOLOGY

Traffic volumes for existing, opening year, and year 2040 conditions will be used to calculate levels of service at the study intersections using the HCM 6th Methodology for unsignalized and signalized intersections using Synchro software. Translutions would also like to request an updated list of cumulative projects in the vicinity of this project from the City to develop opening

year traffic volumes. In addition, Translutions would also request information on the City's Capital Improvement Program and any other transportation improvements that the City is considering.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

A VMT analysis will be conducted for Alternative 2 based on the City VMT guidelines. This analysis will include the project generated VMT and project effect on VMT estimates for the project TAZ under the following scenarios:

- Baseline conditions – This data is available in the SBCTA web screening app.
- Baseline plus project conditions – The project land use will be added to the project TAZ or a separate TAZ would be created to contain the project land uses. A full base year model run would be performed and VMT change would be isolated for the project TAZ and across the full model network. If this scenario results in a less-than-significant impact, then additions cumulative scenario analysis may not be required.
- Cumulative no project conditions – This data is available from SBCTA.
- Cumulative plus project conditions – The project land use would either be added to the project TAZ or a separate TAZ would be created to contain the project land uses. The addition of project land uses should be accompanied by a reallocation of a similar amount of land uses from other TAZs; especially if the proposed project is significant in size such that it would change other future developments.

The model output will include total VMT, which includes all vehicle trips and trip purposes, and VMT per service population (population plus employment). The with project scenarios will summarize two types of VMT: project generated VMT per service population and comparing it back to the appropriate benchmark noted in the thresholds of significance, and the project effect on VMT, comparing how the project changes VMT on the network looking at Citywide VMT per service population or a sub-regional VMT per service population and comparing to the no project condition.

I would appreciate it if you could review the scope of the analyses outlined in this letter and the accompanying figures. Please let me know whether the City has any comments on the trip generation, trip distribution, or the proposed study area, as well as any specific issues that it wants the traffic study to address. Finally, if the City is aware of any other approved or pending projects in the vicinity of this project, I would appreciate receiving information on those projects so that we may include trips generated by those projects in the study.

Thank you for your assistance in this matter. I can be reached at (949) 232-7954 or by email at sandipan@translutions.com.

Sincerely,

translutions, Inc.

Sandipan Bhattacharjee, AICP, TE, PE
Principal

Attachments:
Table A – Alternative 1 Project Trip Generation
Figure 1 – Alternative 1 Site Plan
Figure 2 – Alternative 1 Project Trip Distribution (Autos)
Figure 3 – Alternative 1 Project Trip Distribution (Trucks)
Figure 4 – Alternative 1 Project Trip Assignment (Autos)
Figure 5- Alternative 1 Project Trip Assignment (Trucks)
Figure 6 – Alternative 1 Total Project Trip Assignment
Figure 7 – Alternative 2 Site Plan
Table B – Alternative 2 Project Trip Generation Building A High-Cube Warehouse
Table C – Alternative 2 Project Trip Generation Building B Warehouse
Table D – Alternative 2 Total Building A and B Project Trip Generation Summary
Figure 8 – Alternative 2 Project Trip Distribution Building A High-Cube Warehouse (Autos)
Figure 9 – Alternative 2 Project Trip Distribution Building A High-Cube Warehouse (Trucks)

Figure 10 – Alternative 2 Project Trip Assignment Building A High-Cube Warehouse (Autos)
Figure 11 - Alternative 2 Project Trip Assignment Building A High-Cube Warehouse (Trucks)
Figure 12 – Alternative 2 Total Building A High-Cube Warehouse Trip Assignment
Figure 13 – Alternative 2 Project Trip Distribution Building B Warehouse (Autos)
Figure 14 – Alternative 2 Project Trip Distribution Building B Warehouse (Trucks)
Figure 15 – Alternative 2 Project Trip Assignment Building B Warehouse (Autos)
Figure 16- Alternative 2 Project Trip Assignment Building B Warehouse (Trucks)
Figure 17 – Alternative 2 Total Building B High-Cube Warehouse Trip Assignment
Figure 18 – Alternative 2 Total Building A High-Cube Warehouse and Building B Warehouse Project Trip Assignment
Attachment – Survey Data

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Table A - Alternative 1 Project Trip Generation

Land Use		Units	Peak Hour						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Total Vehicle Rates									
Total Vehicle Rates									
Trip Generation Rates[1]	500.743	TSF	0.2910	0.0717	0.3673	0.4087	0.3883	0.7970	4.9591
Trip Generation			146	36	184	205	194	399	2,483
Passenger Car Equivalent Rates Calculations									
Passenger Cars									
Trip Generation Rates[1]	500.743	TSF	0.2800	0.0592	0.3392	0.3998	0.3733	0.7731	4.3155
Trip Generation			140	30	170	200	187	387	2,161
PCE Factor[2]			1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCEs			140	30	170	200	187	387	2,161
2-Axle Trucks									
Trip Generation Rates[1]			0.0009	0.0009	0.0019	0.0002	0.0010	0.0011	0.1329
Trip Generation			0	0	1	0	0	1	67
PCE Factor[2]			1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCEs			0	0	2	0	0	2	101
3-Axle Trucks									
Trip Generation Rates[1]			0.0027	0.0030	0.0057	0.0013	0.0025	0.0038	0.1149
Trip Generation			1	2	3	1	1	2	58
PCE Factor[2]			2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCEs			2	4	6	2	2	4	116
4-Axle Trucks									
Trip Generation Rates[1]			0.0074	0.0085	0.0205	0.0074	0.0116	0.0190	0.3957
Trip Generation			4	4	10	4	6	10	198
PCE Factor[2]			3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCEs			12	12	30	12	18	30	594
Total Project Trip Generation (Trips, By Vehicle Type)									
Warehouse	500.743	TSF							
Passenger Cars			140	30	170	200	187	387	2,161
2-Axle Trucks			0	0	1	0	0	1	67
3-Axle Trucks			1	2	3	1	1	2	58
4+ Axle Trucks			4	4	10	4	6	10	198
All Trucks			5	6	14	5	7	13	323
Total Vehicles			150	36	184	205	194	400	2,484
Total Project Trip Generation (Passenger Car Eqivalent Trips, By Vehicle Type)									
Passenger Cars			140	30	170	200	187	387	2,161
Truck PCE									
2-Axle Trucks			0	0	2	0	0	2	101
3-Axle Trucks			2	4	6	2	2	4	116
4+ Axle Trucks			12	12	30	12	18	30	594
Total Truck PCE			14	16	38	14	20	36	811
Total PCE			154	46	208	214	207	423	2,972

[1] Trips based on Surveys and application to Proposed Project.

[2] Recommended PCE Factor per SBCTA Guidelines

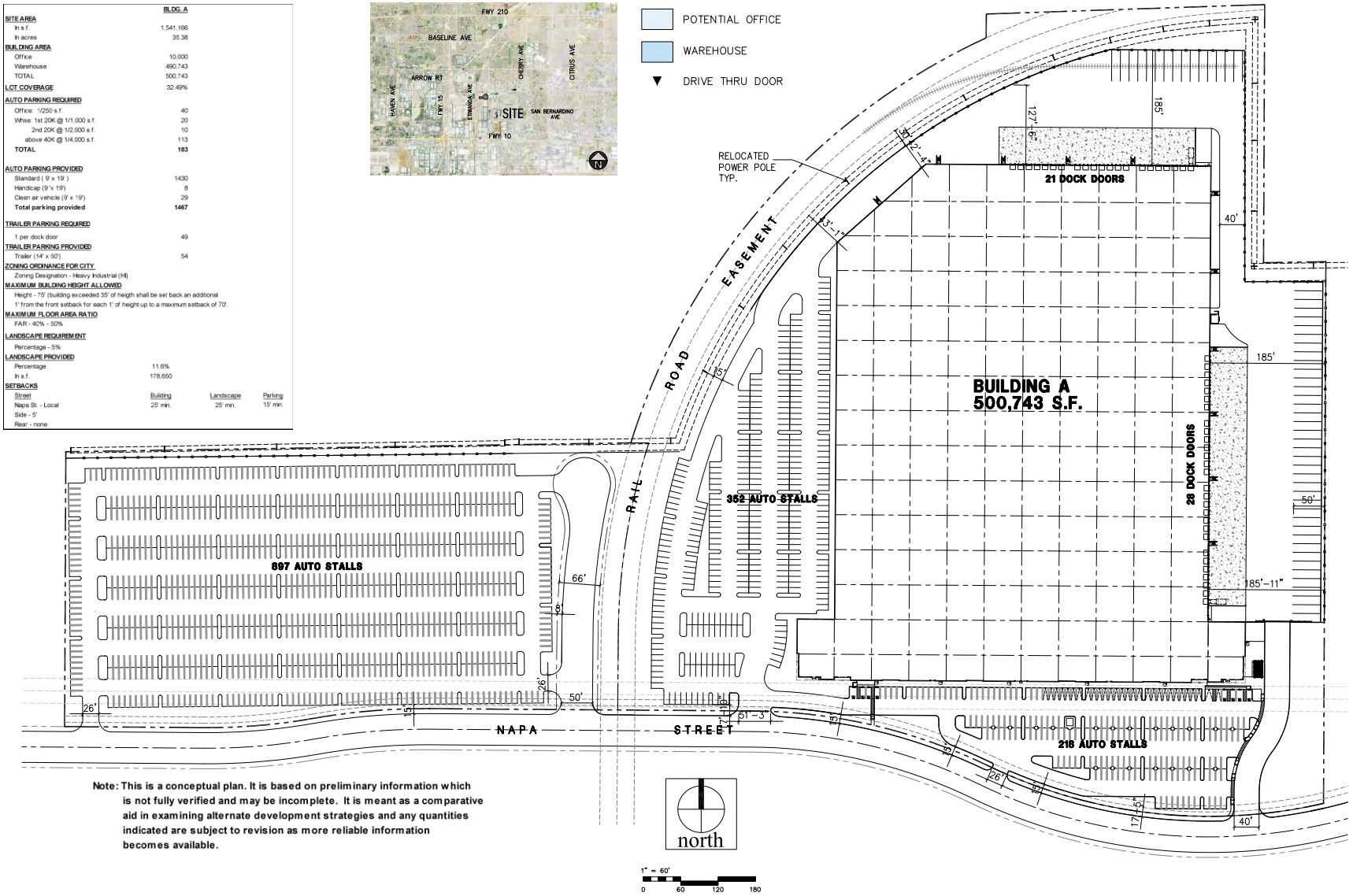
Tabulation

	BLDG. A		
SITE AREA			
In s.f.	1,541,166		
In acres	35.38		
BUILDING AREA			
Office	10,000		
Warehouse	490,743		
TOTAL	500,743		
LOT COVERAGE	32.49%		
AUTO PARKING REQUIRED			
Office: 1/250 s.f.	40		
Whse: 1st 20K @ 1/1,000 s.f.	20		
2nd 20K @ 1/2,000 s.f.	10		
above 40K @ 1/4,000 s.f.	113		
TOTAL	**183**		
AUTO PARKING PROVIDED			
Standard (9' x 19')	1430		
Handicap (9' x 19')	8		
Clean air vehicle (9' x 19')	29		
Total parking provided	**1467**		
TRAILER PARKING REQUIRED			
1 per dock door	49		
TRAILER PARKING PROVIDED			
Trailer (14' x 50')	54		
ZONING ORDINANCE FOR CITY			
Zoning Designation - Heavy Industrial (HI)			
MAXIMUM BUILDING HEIGHT ALLOWED			
Height - 75' (building exceeded 35' of heigth shall be set back an additional 1' from the front setback for each 1' of height up to a maximum setback of 70'.			
MAXIMUM FLOOR AREA RATIO			
FAR - 40% - 50%			
LANDSCAPE REQUIREMENT			
Percentage - 5%			
LANDSCAPE PROVIDED			
Percentage	11.6%		
In s.f.	178,650		
SETBACKS			
Street	Building	Landscape	Parking
Napa St. - Local	25' min.	25' min.	15' min.
Side - 5'			
Rear - none			

Aerial Map

Legend

- POTENTIAL OFFICE
- WAREHOUSE
- ▼ DRIVE THRU DOOR



Note: This is a conceptual plan. It is based on preliminary information which is not fully verified and may be incomplete. It is meant as a comparative aid in examining alternate development strategies and any quantities indicated are subject to revision as more reliable information becomes available.

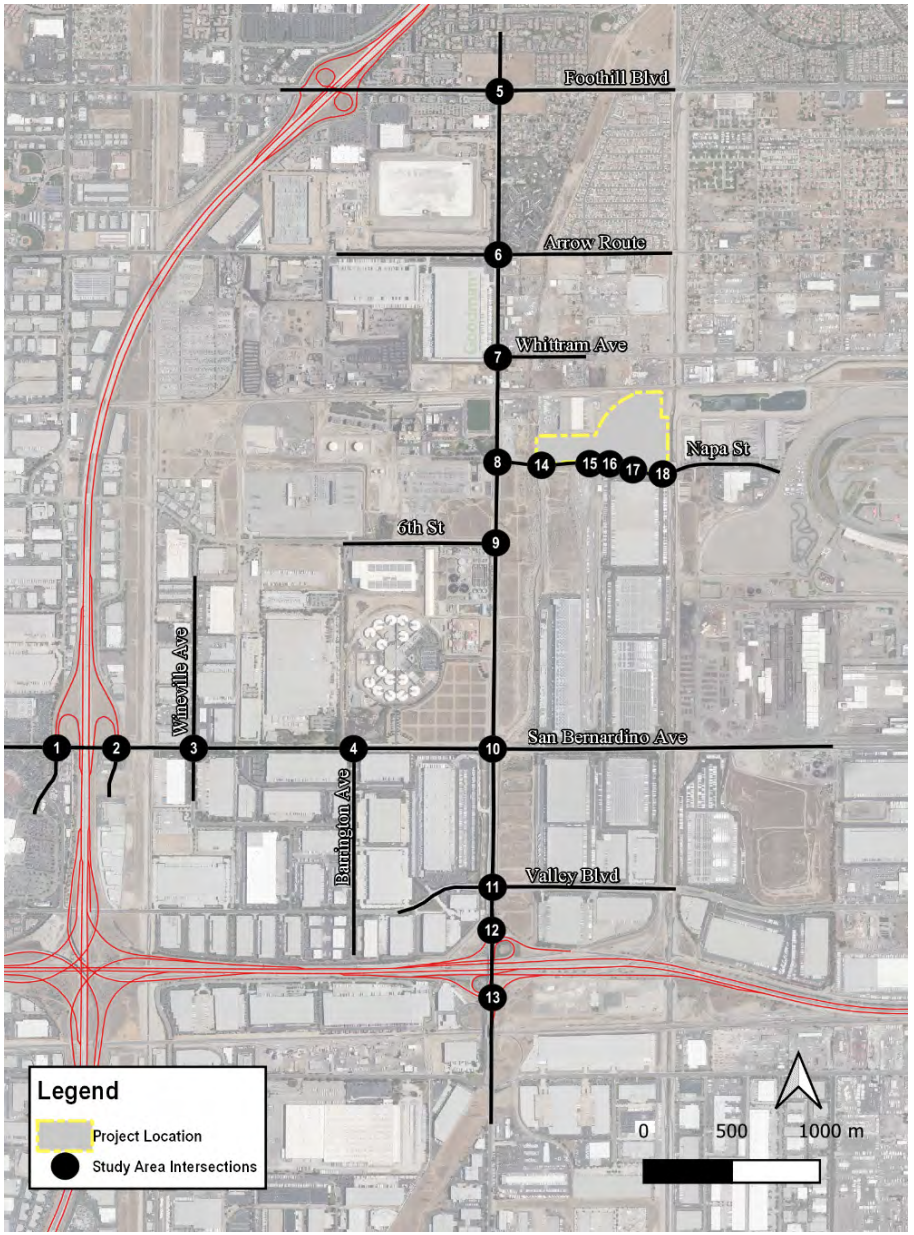
Source: HPA Architecture (July 16, 2020)

FIGURE 1

Napa Warehouse
Alternative 1 Site Plan

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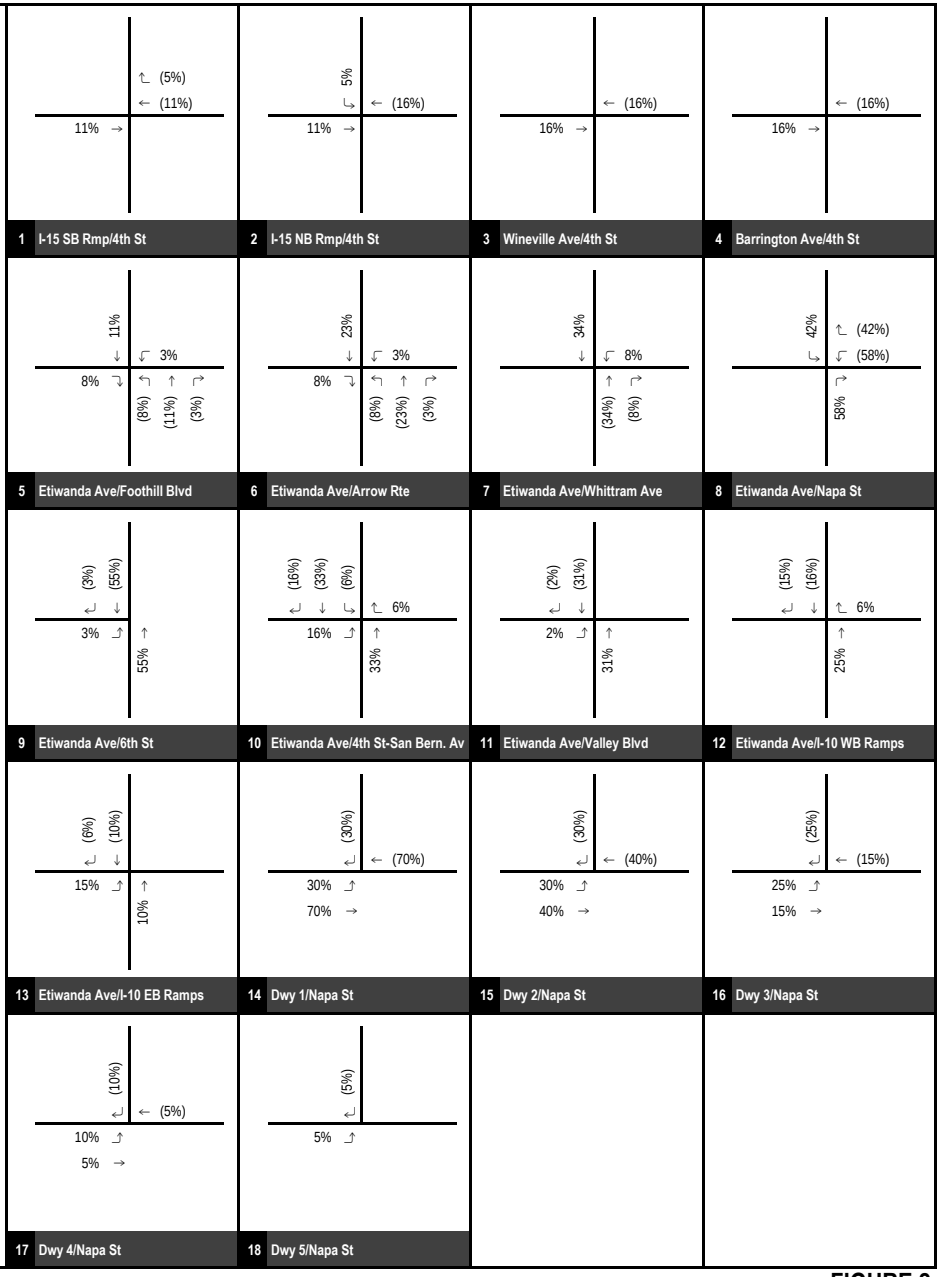
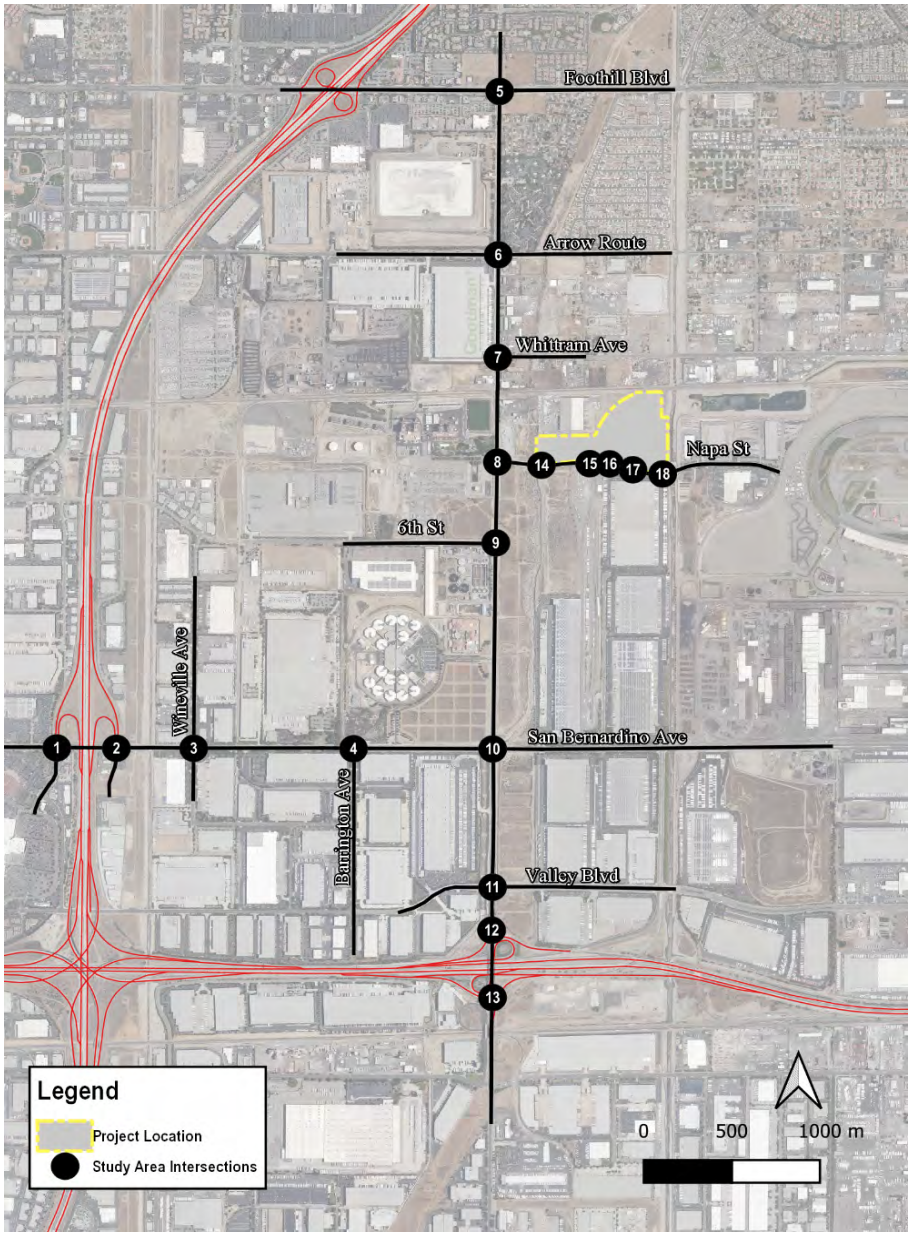


FIGURE 2

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

Napa E-Commerce Warehouse
Alternative 1 Project Trip Distribution (Autos)

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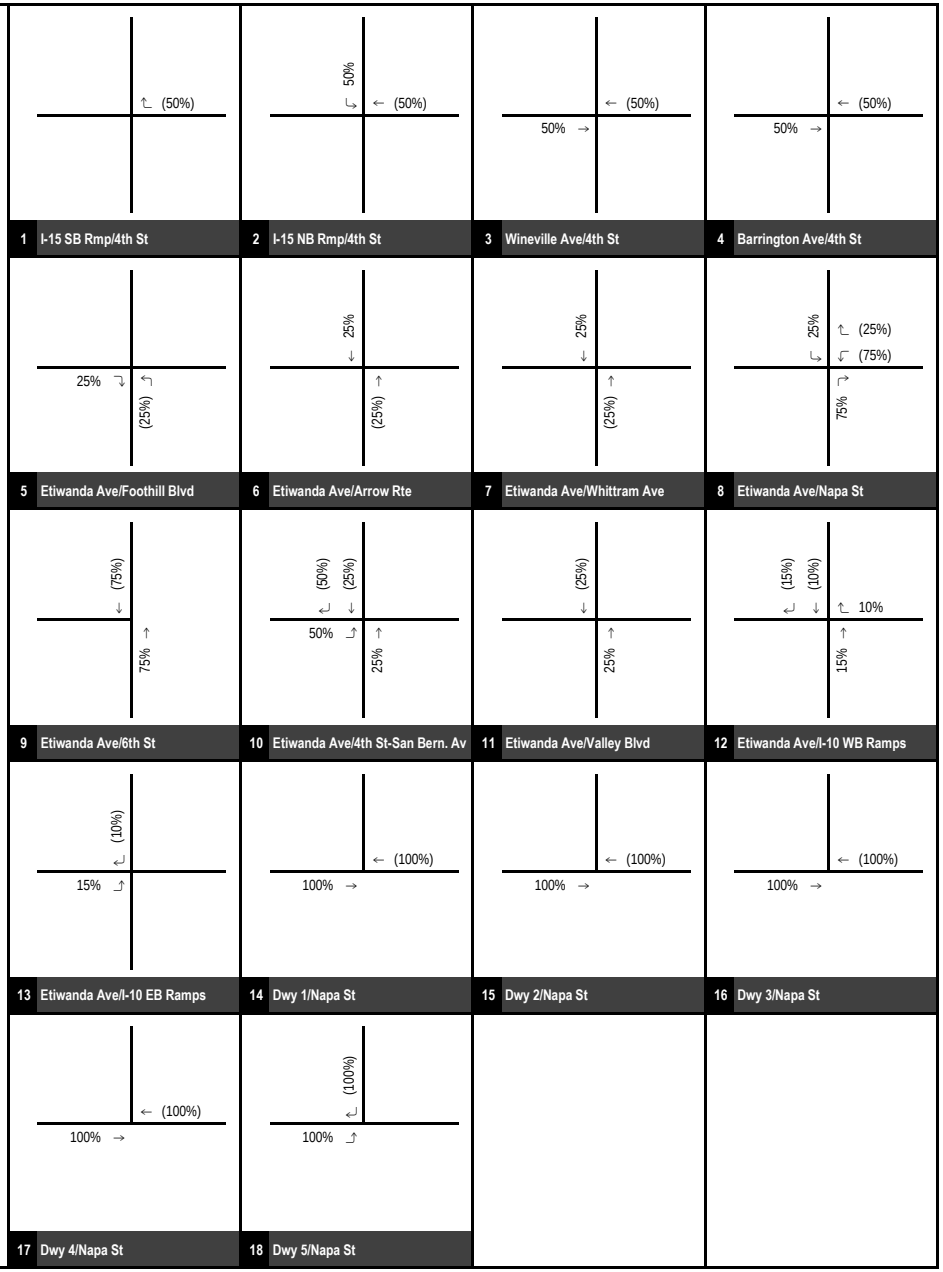
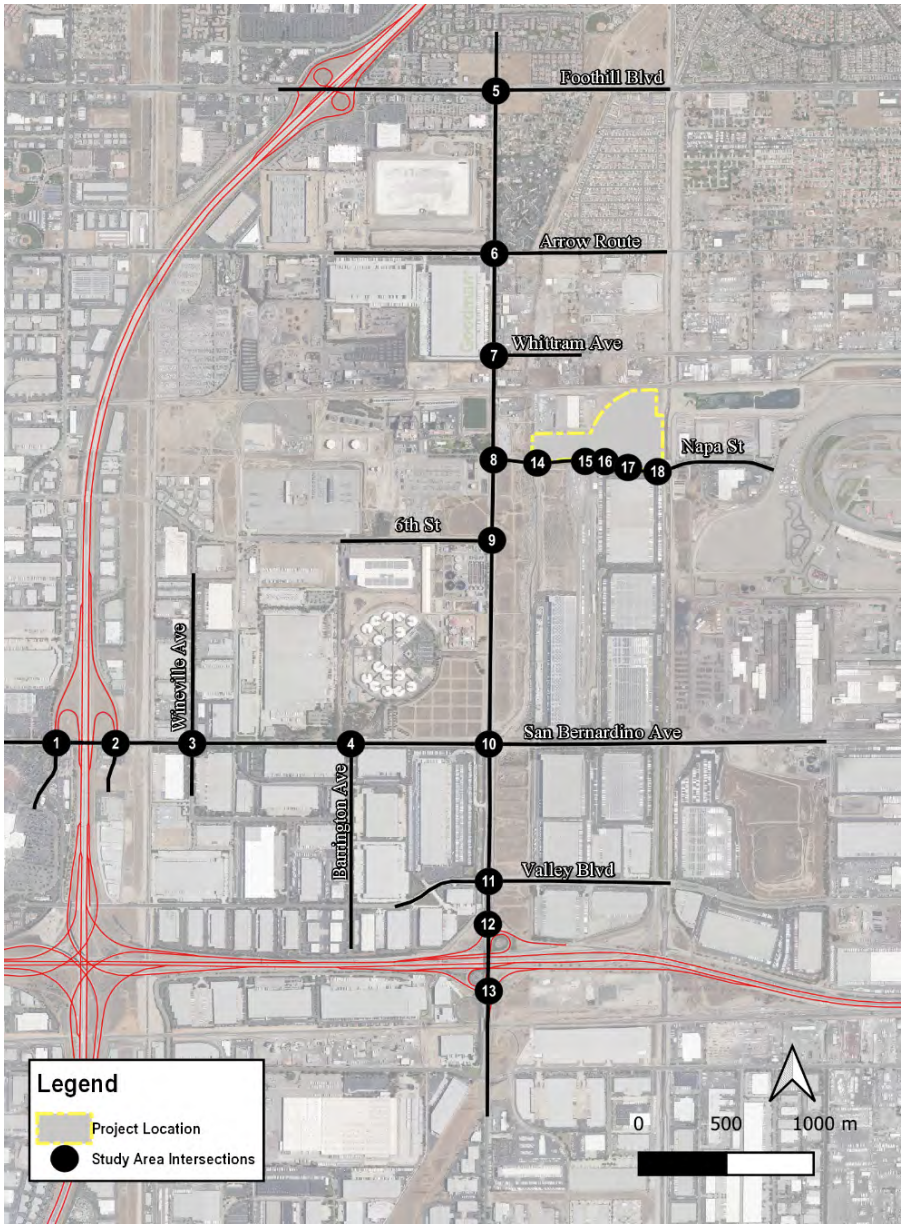


FIGURE 3

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

Napa E-Commerce Warehouse
Alternative 1 Project Trip Distribution (Trucks)

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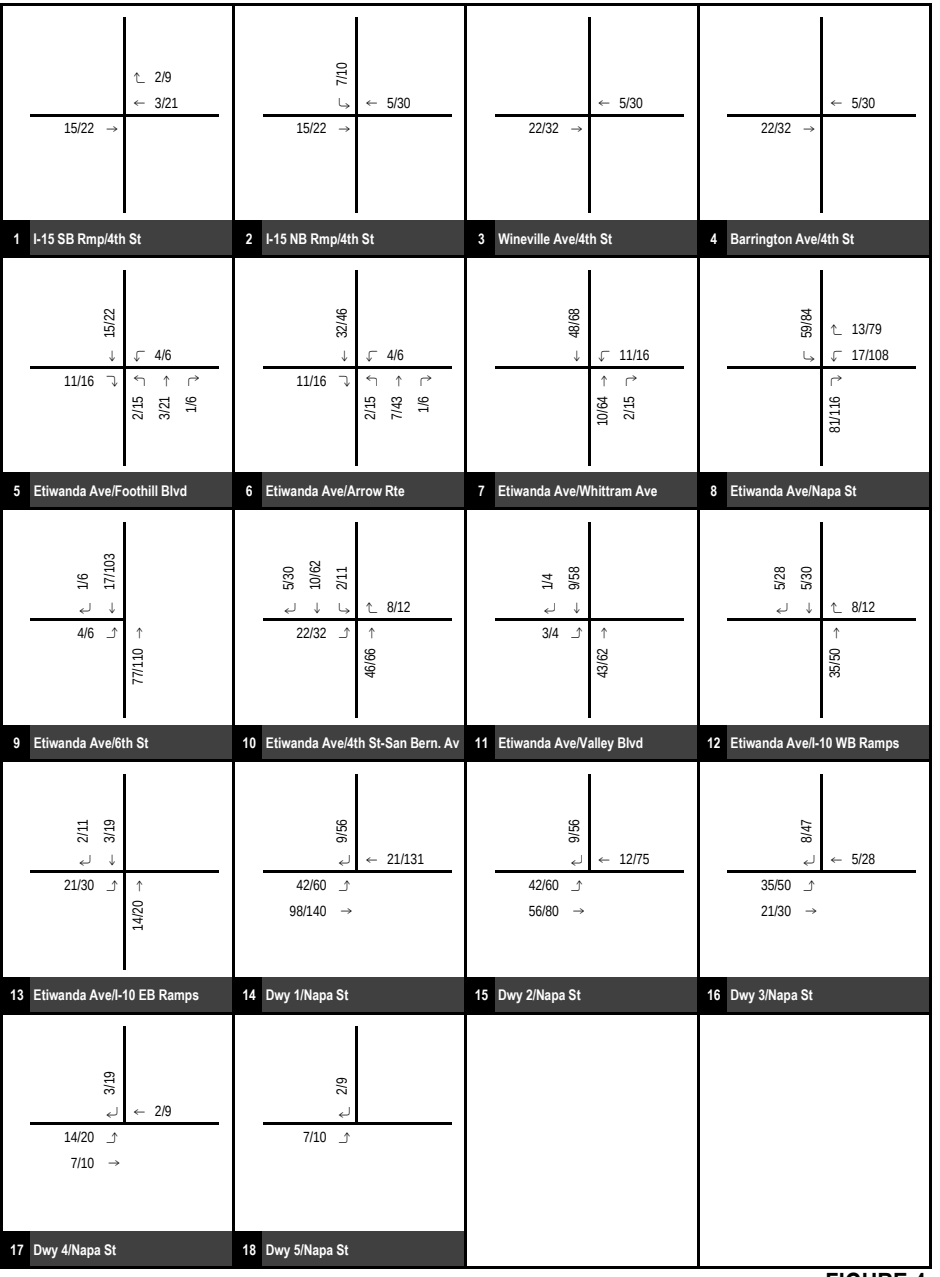
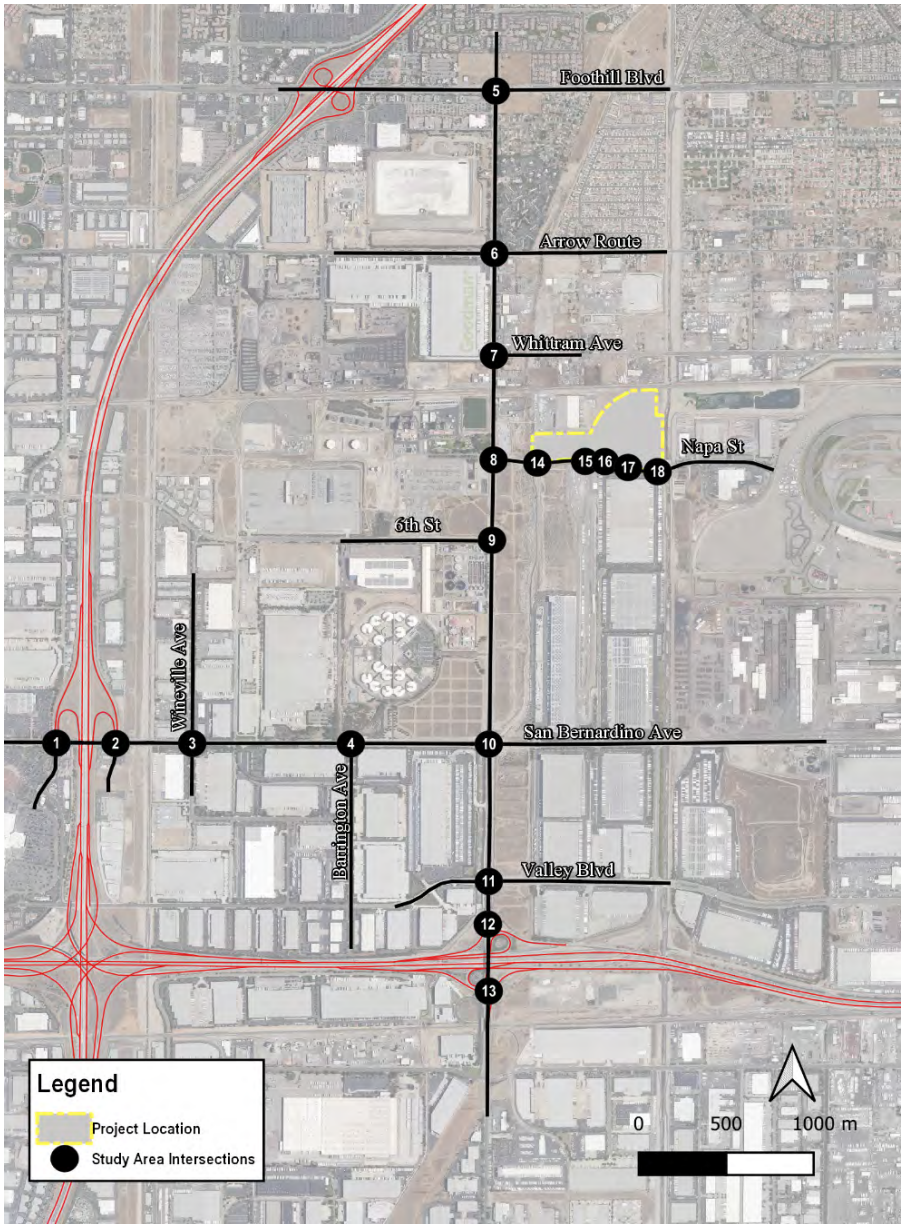


FIGURE 4

XX/YY AM/PM Peak Hour Trips

Napa E-Commerce Warehouse
Alternative 1 Project Trip Assignment (Autos)

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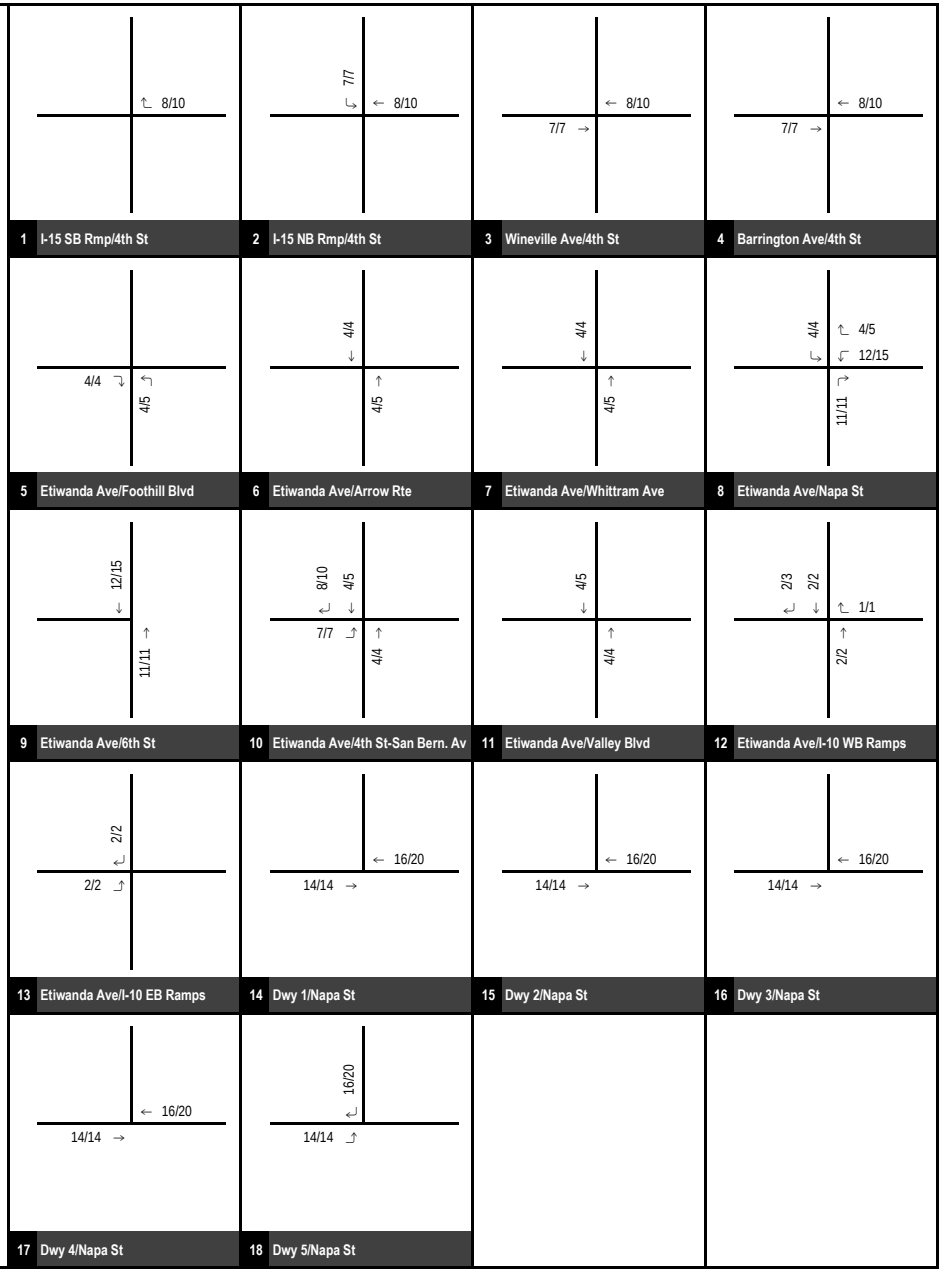
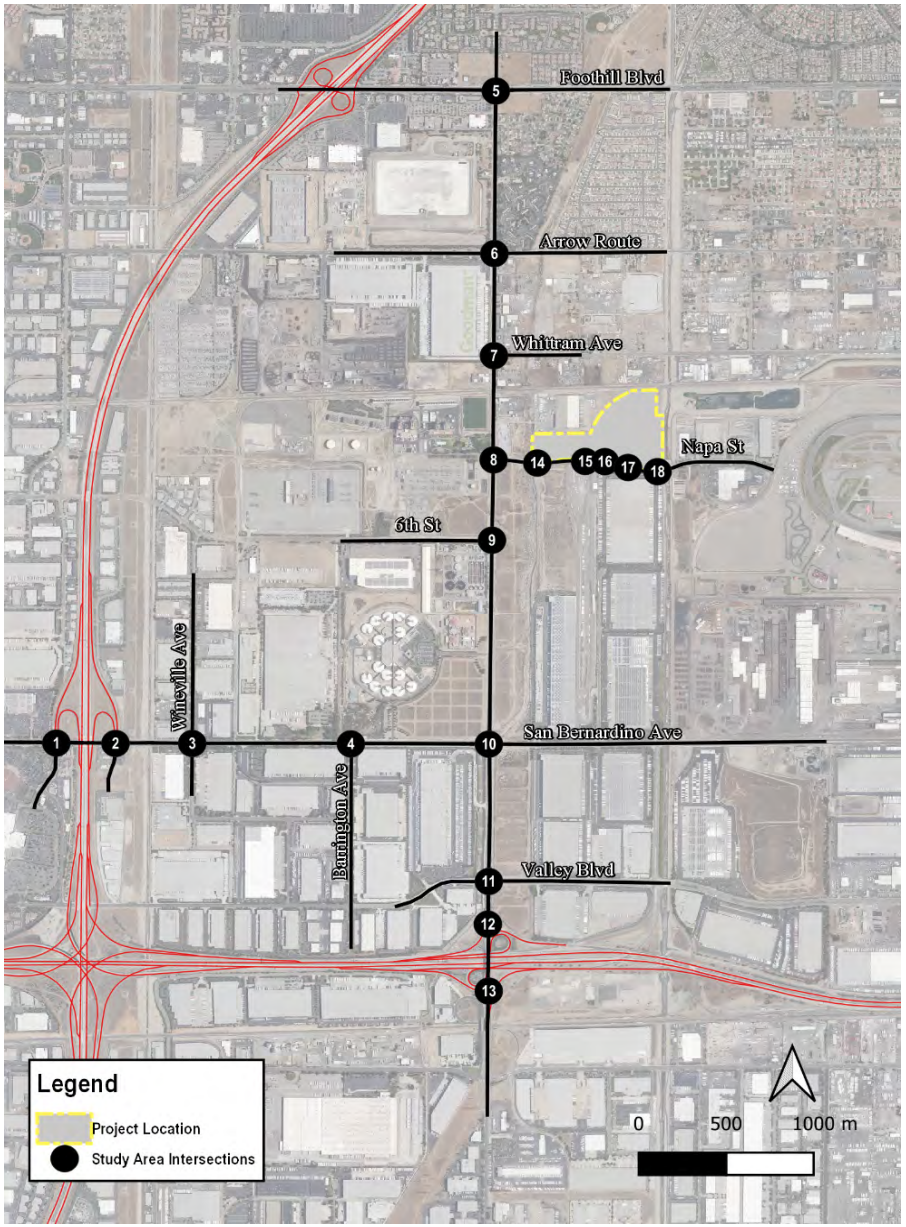


FIGURE 5

XX/YY AM/PM Peak Hour Trips

Napa E-Commerce Warehouse
Alternative 1 Project Trip Assignment (Trucks)

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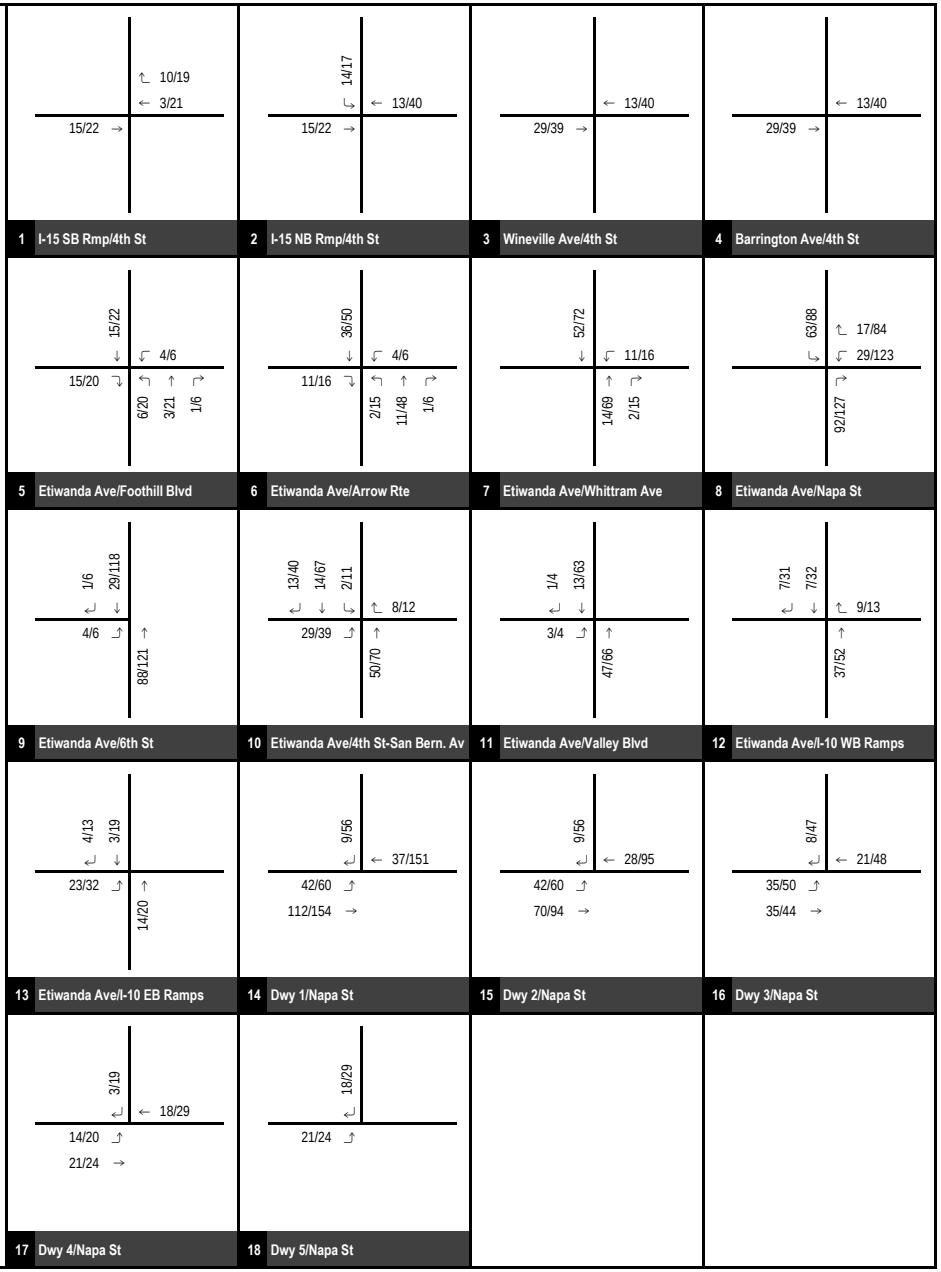
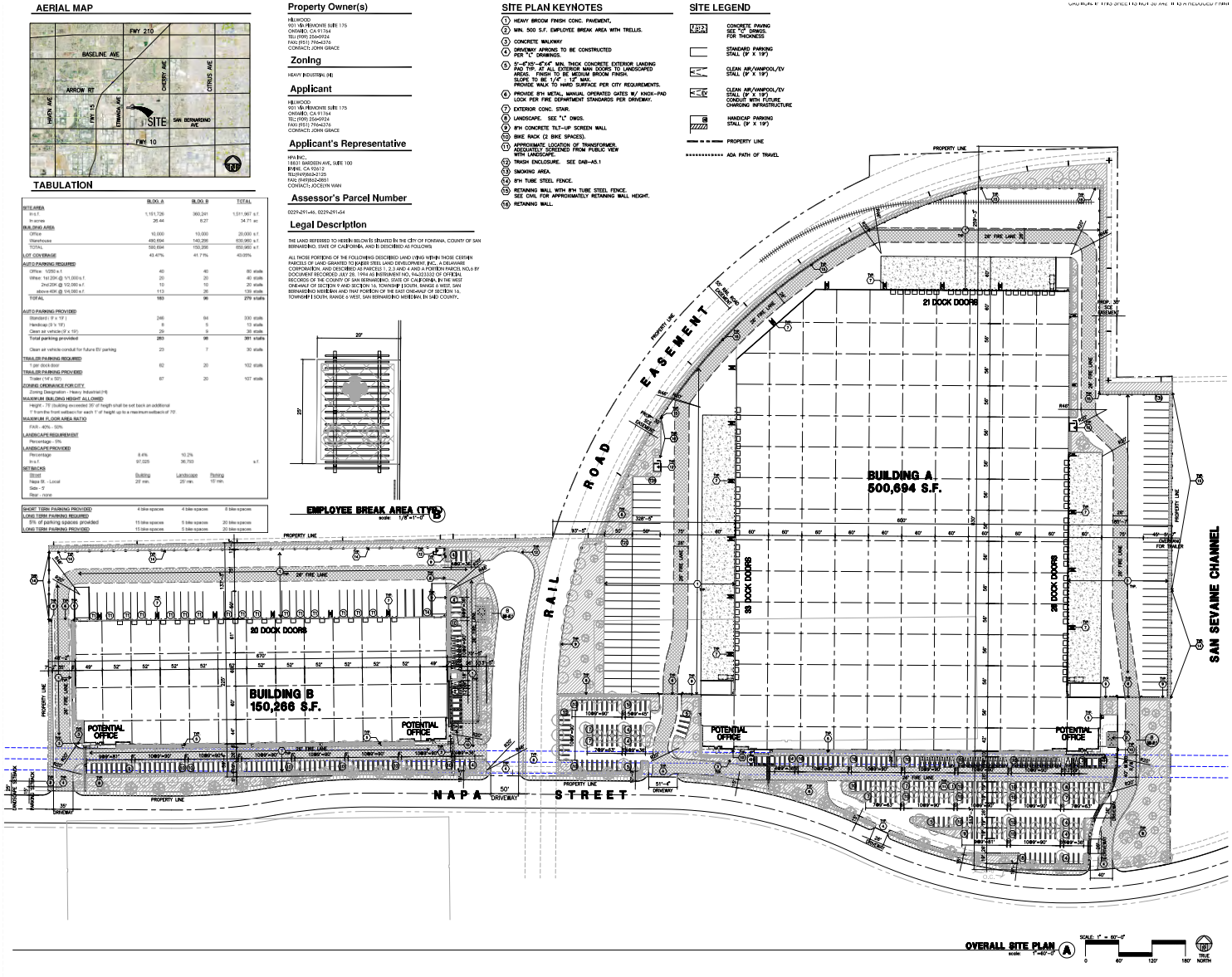


FIGURE 6

XX/YY AM/PM Peak Hour Trips

Napa E-Commerce Warehouse
Alternative 1 Total Project Trip Assignment

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Source: HPA Architecture (July 6, 2020)

FIGURE 7

Napa Warehouse
Alternative 2 Site Plan

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Table B - Alternative 2 Project Trip Generation Building A High-Cube Warehouse

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1]	TSF	0.062	0.018	0.080	0.028	0.072	0.100	1.400
PCE Inbound/Outbound Splits		77%	23%	100%	28%	72%	100%	50%/50%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		61.90%	61.90%	61.90%	61.90%	61.90%	61.90%	61.90%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.477	0.011	0.050	0.017	0.045	0.062	0.867
2-Axle Trucks								
Recommended Mix (%)[2]		6.45%	6.45%	6.45%	6.45%	6.45%	6.45%	6.45%
PCE Factor[3]		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.006	0.002	0.008	0.003	0.007	0.010	0.135
3-Axle Trucks								
Recommended Mix (%)[2]		8.65%	8.65%	8.65%	8.65%	8.65%	8.65%	8.65%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.011	0.003	0.014	0.005	0.012	0.017	0.242
4-Axle Trucks								
Recommended Mix (%)[2]		22.99%	22.99%	22.99%	22.99%	22.99%	22.99%	22.99%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.042	0.013	0.055	0.019	0.050	0.069	0.966
Hi-Cube Warehouse Net PCE Rate		0.536	0.029	0.126	0.044	0.114	0.158	2.210
Total Project Trip Generation (Trips, By Vehicle Type)								
Hi-Cube Warehouse	500.694 TSF							
Passenger Cars		19	6	25	9	22	31	434
2-Axle Trucks		2	1	3	2	2	4	46
3-Axle Trucks		3	1	4	2	3	5	61
4+ Axle Trucks		8	2	10	4	8	12	162
All Trucks		13	4	17	8	13	21	269
Total Vehicles		45	10	42	17	35	52	703
Total Project Trip Generation (Passenger Car Eqivalent Trips, By Vehicle Type)								
Passenger Cars		19	6	25	9	22	31	434
Truck PCE								
2-Axle Trucks		3	2	5	3	3	6	69
3-Axle Trucks		6	2	8	4	6	10	122
4+ Axle Trucks		24	6	30	12	24	36	486
Total Truck PCE		33	10	43	19	33	52	677
Total PCE		52	16	68	28	55	83	1,111

[1] Rates based on Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).

[2] Recommended Truck Mix Percentages per SCAQMD Truck Trip Generation Study.

[3] Recommended PCE Factor per SBCTA Guidelines

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Table C - Alternative 2 Project Trip Generation Building B Warehouse

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Vehicle Rates								
Trip Generation Rates[1]	TSF	0.131	0.039	0.170	0.051	0.139	0.190	1.740
PCE Inbound/Outbound Splits		77%	23%	100%	27%	73%	100%	50%/50%
Passenger Car Equivalent Rates Calculations								
Passenger Cars								
Recommended Mix (%)[2]		61.90%	61.90%	61.90%	61.90%	61.90%	61.90%	61.90%
PCE Factor[3]		1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCE Rates		0.081	0.024	0.105	0.032	0.086	0.118	1.077
2-Axle Trucks								
Recommended Mix (%)[2]		6.45%	6.45%	6.45%	6.45%	6.45%	6.45%	6.45%
PCE Factor[3]		1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCE Rates		0.013	0.004	0.016	0.005	0.013	0.018	0.168
3-Axle Trucks								
Recommended Mix (%)[2]		8.65%	8.65%	8.65%	8.65%	8.65%	8.65%	8.65%
PCE Factor[3]		2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCE Rates		0.023	0.007	0.029	0.009	0.024	0.033	0.301
4-Axle Trucks								
Recommended Mix (%)[2]		22.99%	22.99%	22.99%	22.99%	22.99%	22.99%	22.99%
PCE Factor[3]		3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCE Rates		0.090	0.027	0.117	0.035	0.096	0.131	1.200
Warehouse Net PCE Rate		0.207	0.062	0.268	0.081	0.219	0.300	2.747
Total Project Trip Generation (Trips, By Vehicle Type)								
Warehouse	150.266 TSF							
Passenger Cars		12	4	16	5	13	18	162
2-Axle Trucks		2	0	2	1	1	2	17
3-Axle Trucks		2	1	3	1	2	3	23
4+ Axle Trucks		5	1	6	2	5	7	61
All Trucks		9	2	11	4	8	12	101
Total Vehicles		21	6	27	9	21	30	263
Total Project Trip Generation (Passenger Car Eqivalent Trips, By Vehicle Type)								
Passenger Cars		12	4	16	5	13	18	162
Truck PCE								
2-Axle Trucks		3	0	3	1	2	3	26
3-Axle Trucks		4	2	6	2	4	6	46
4+ Axle Trucks		15	3	18	6	15	21	183
Total Truck PCE		22	5	27	9	21	30	255
Total PCE		34	9	43	14	34	48	417

[1] Rates based on Land Use 150 "Warehousing" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).

[2] Recommended Truck Mix Percentages per SCAQMD Truck Trip Generation Study.

[3] Recommended PCE Factor per SBCTA Guidelines

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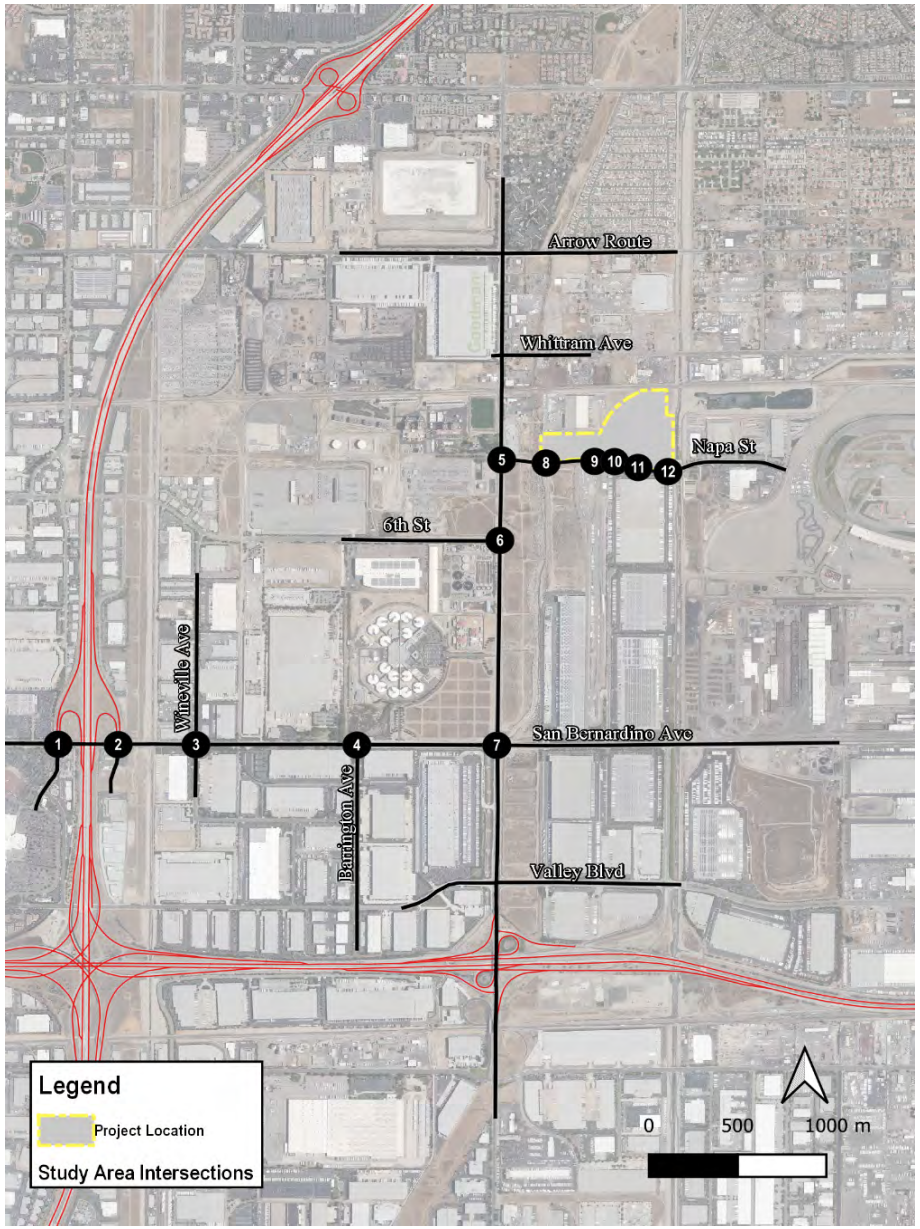
Table D - Alternative 2 Total Building A and B Project Trip Generation Summary

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Project Trip Generation (Trips, By Vehicle Type)								
Passenger Cars		31	10	41	14	35	49	596
2-Axle Trucks		4	1	5	3	3	6	63
3-Axle Trucks		5	2	7	3	5	8	84
4+ Axle Trucks		13	3	16	6	13	19	223
All Trucks		22	6	28	12	21	33	370
Total Vehicles		75	16	69	26	56	82	966
Total Project Trip Generation (Passenger Car Eqivalent Trips, By Vehicle Type)								
Passenger Cars		31	10	41	14	35	49	596
Truck PCE								
2-Axle Trucks		6	2	8	4	5	9	95
3-Axle Trucks		10	4	14	6	10	16	168
4+ Axle Trucks		39	9	48	18	39	57	669
Total Truck PCE		55	15	70	28	54	82	932
Total PCE		86	25	111	42	89	131	1,528

[1] Rates based on Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.).

[2] Recommended Truck Mix Percentages per SCAQMD Truck Trip Generation Study.

[3] Recommended PCE Factor per SBCTA Guidelines



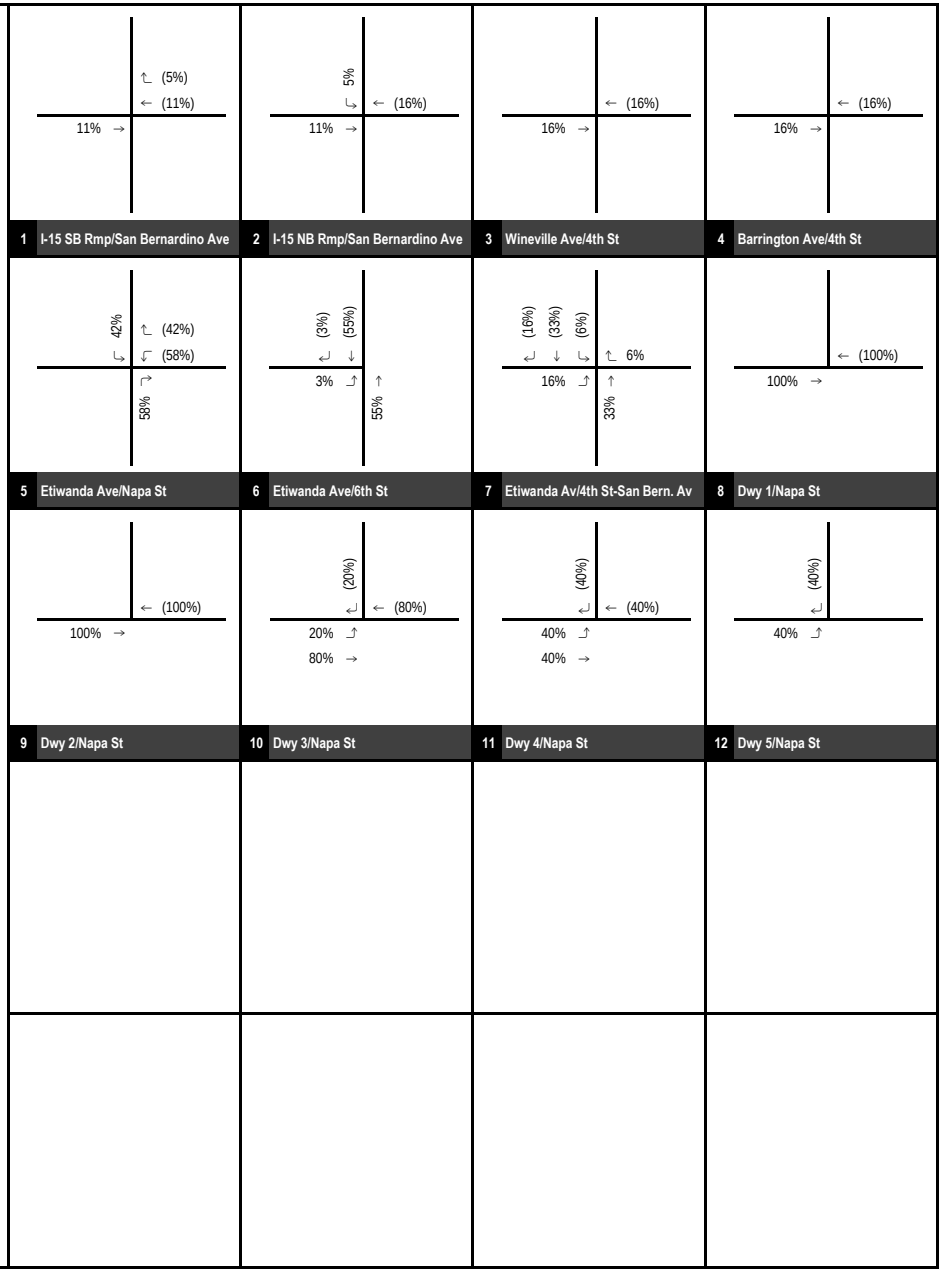


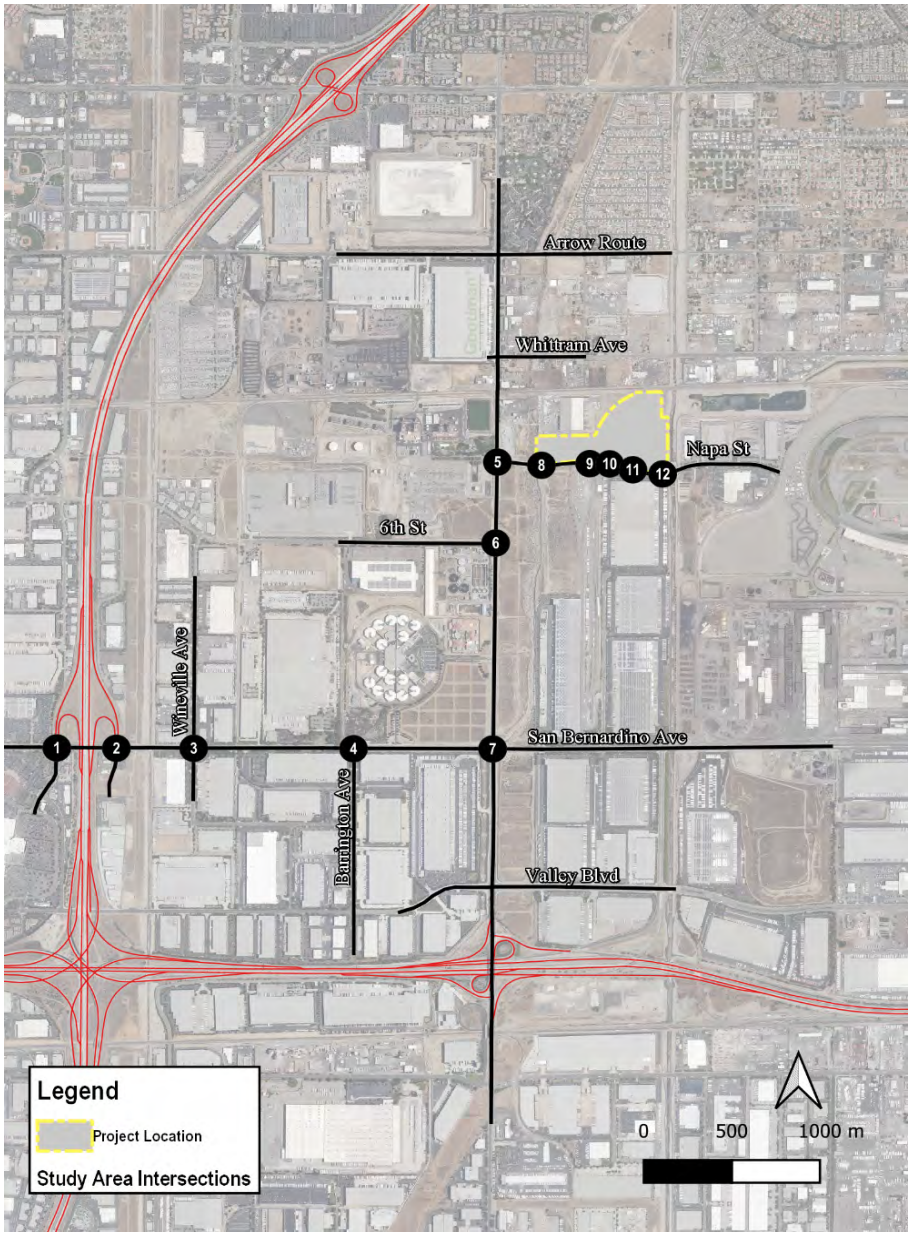
FIGURE 8

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

Napa Warehouse

Alternative 2 Project Trip Distribution Building A High-Cube Warehouse (Autos)

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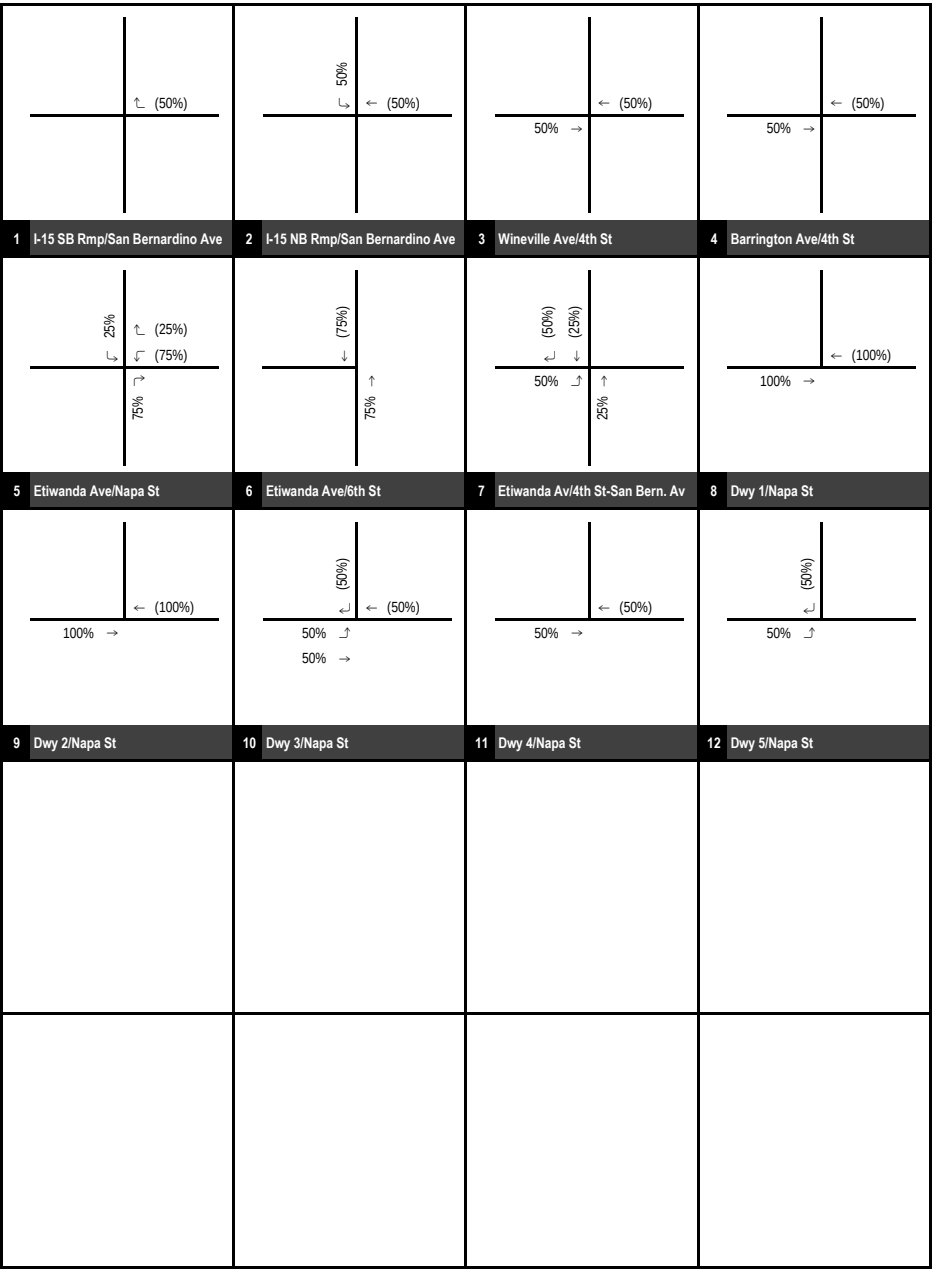


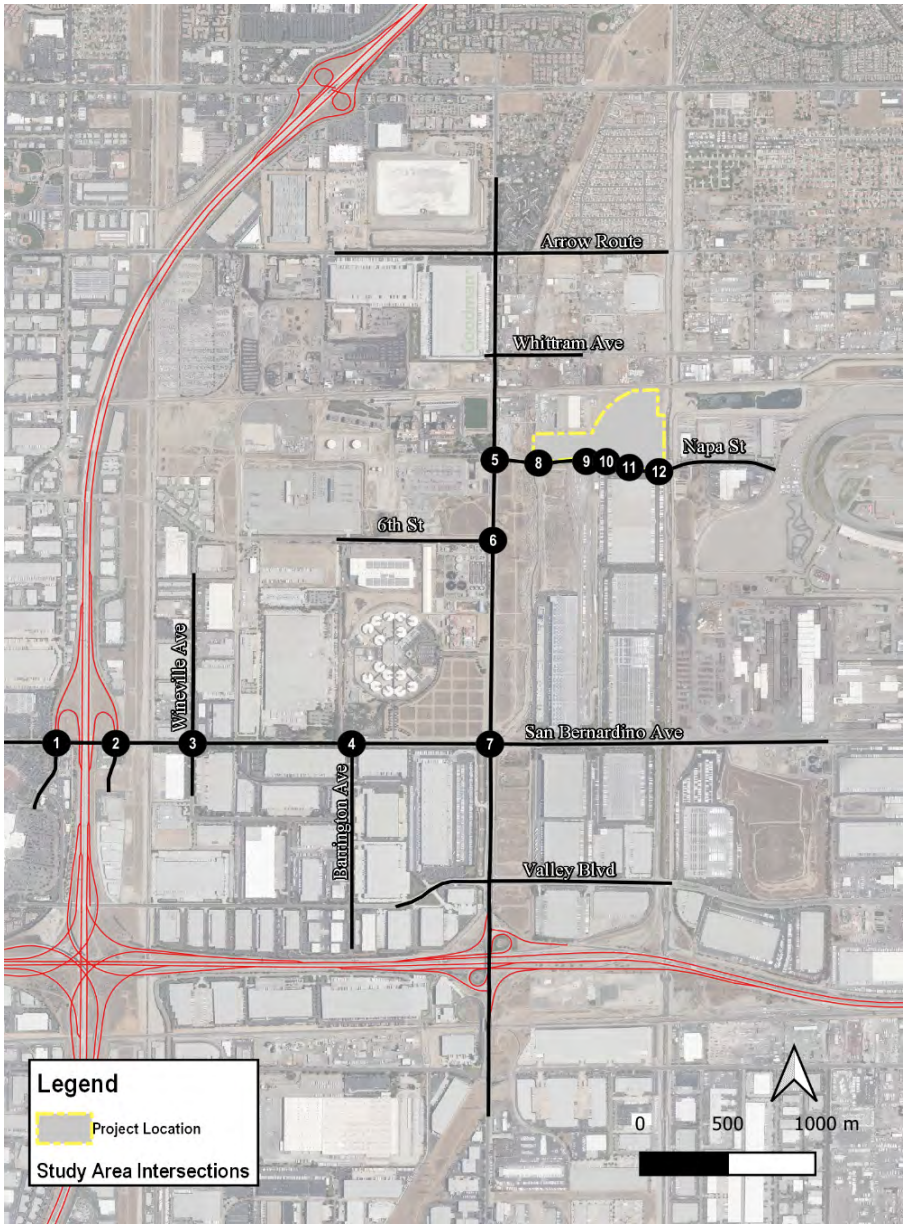
FIGURE 9

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

Napa Warehouse

Alternative 2 Project Trip Distribution Building A High-Cube Warehouse (Trucks)

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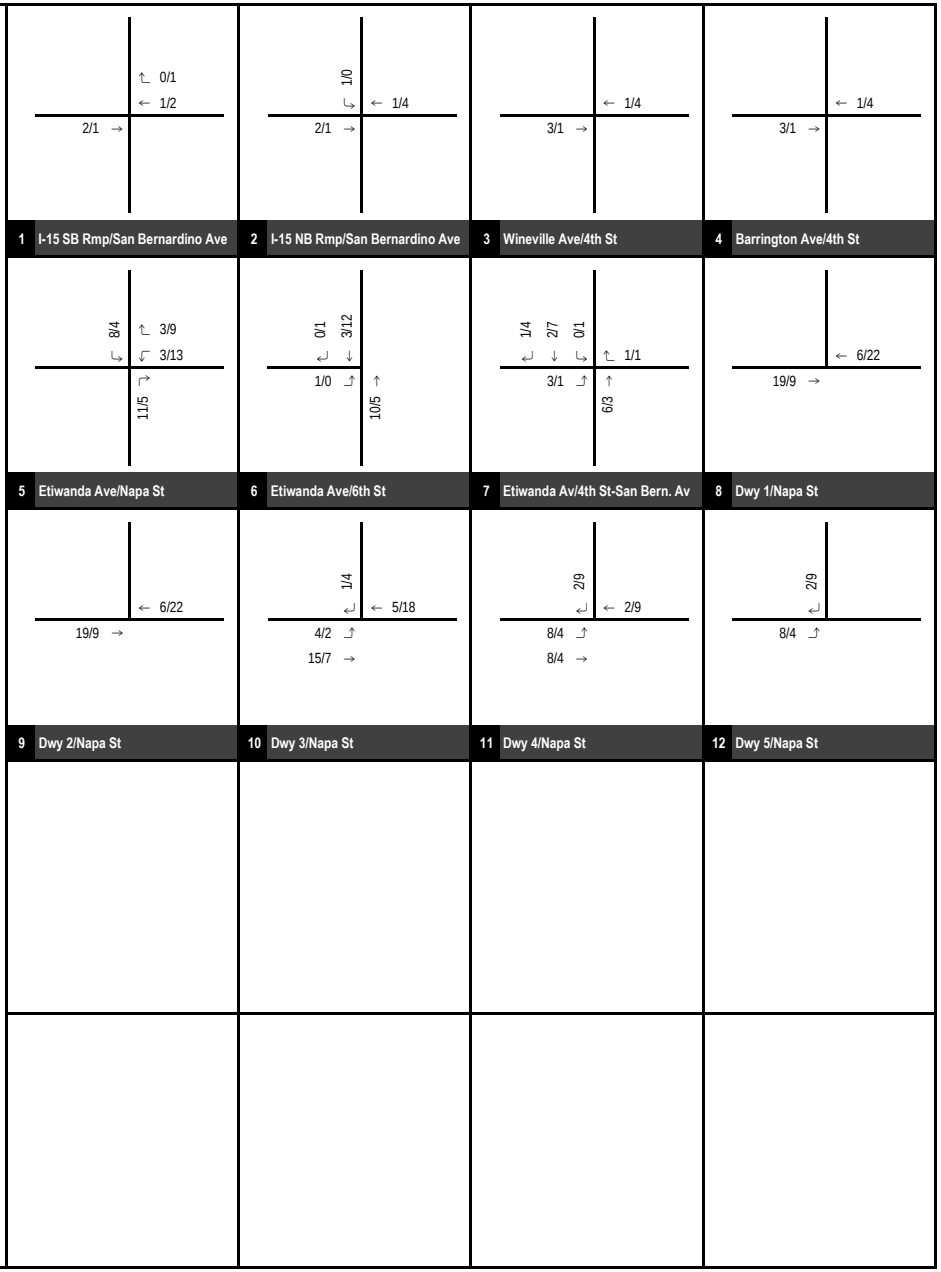


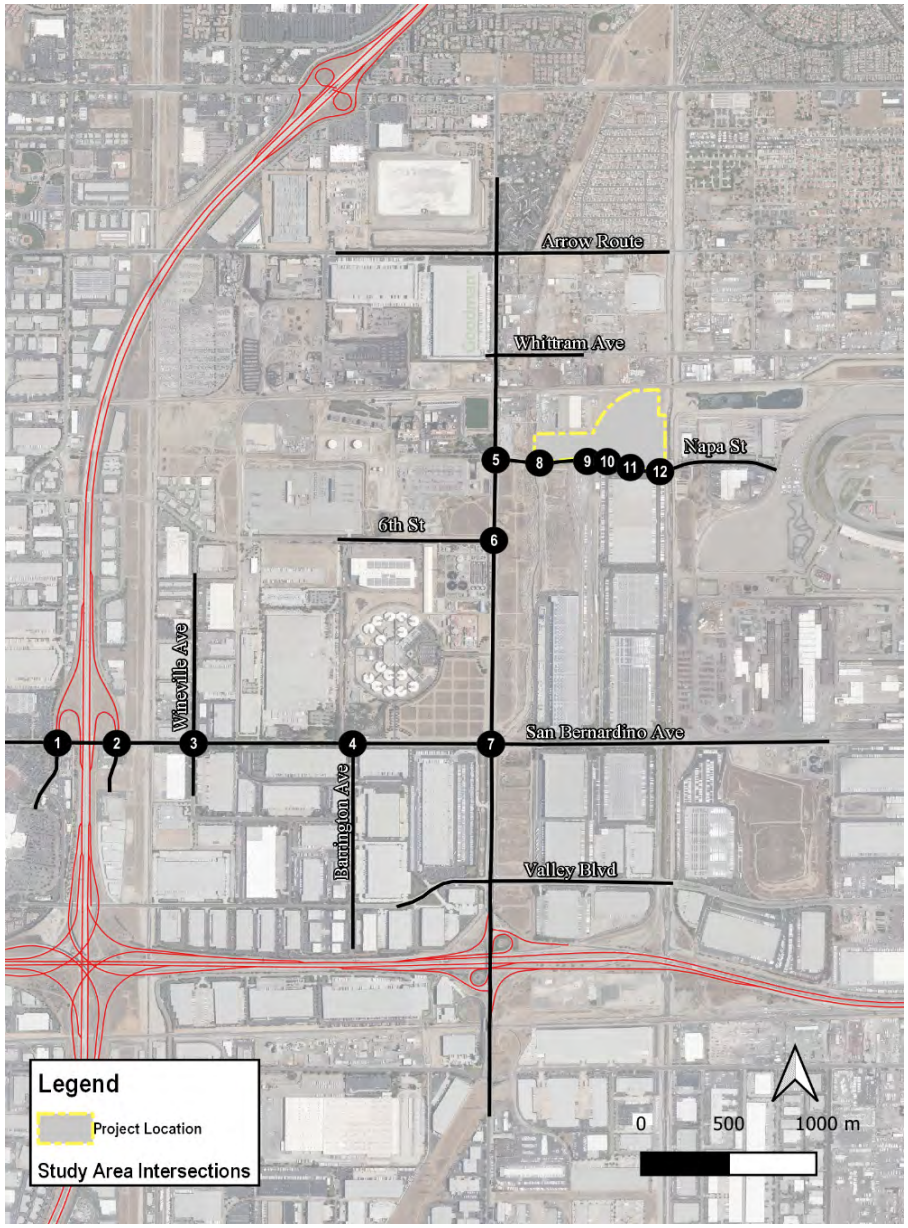
FIGURE 10

XX/YY AM/PM Peak Hour Trips

Napa Warehouse

Alternative 2 Project Trip Assignment Building A High-Cube Warehouse (Autos)

translutions
the transportation solutions company...



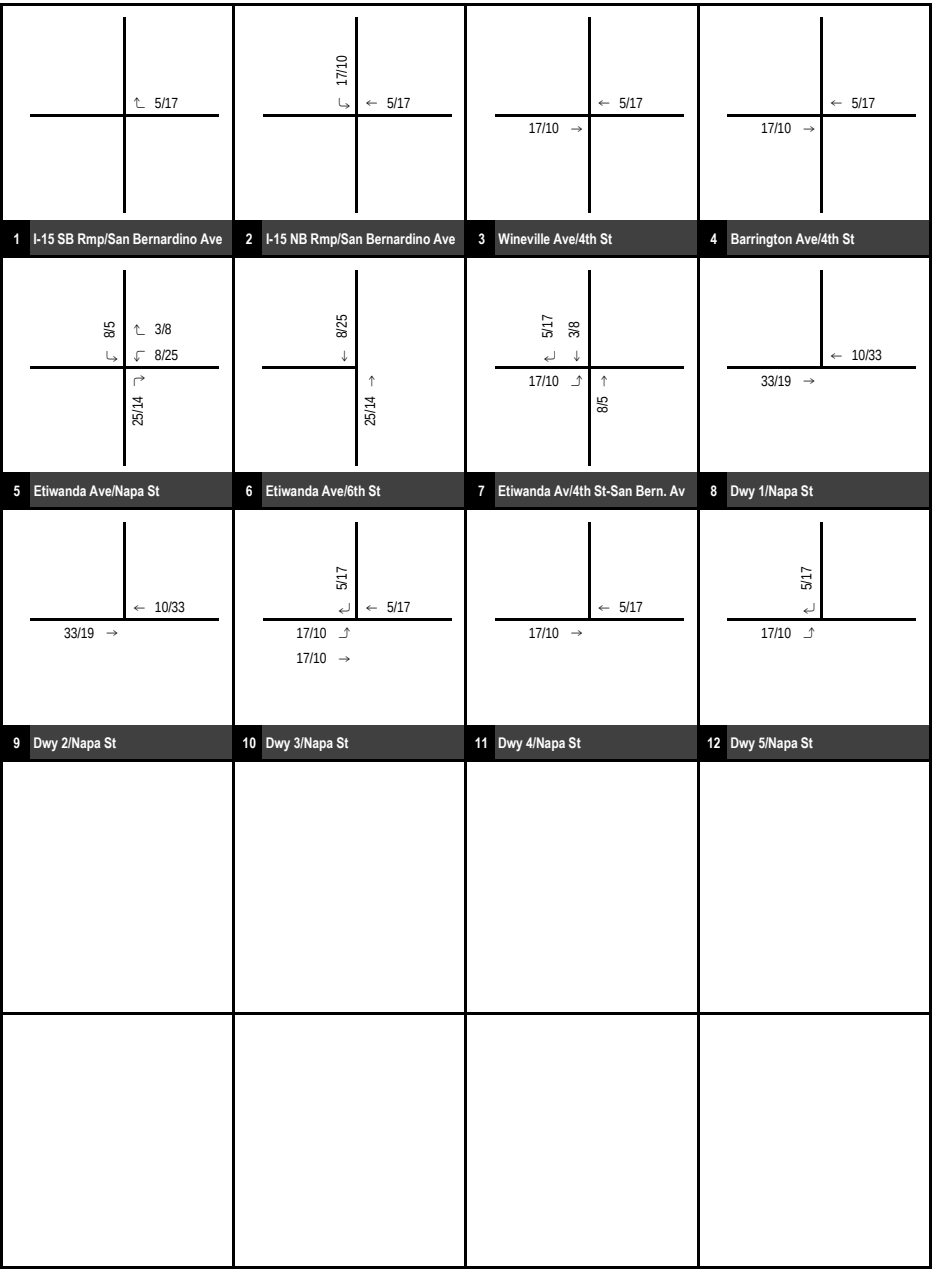


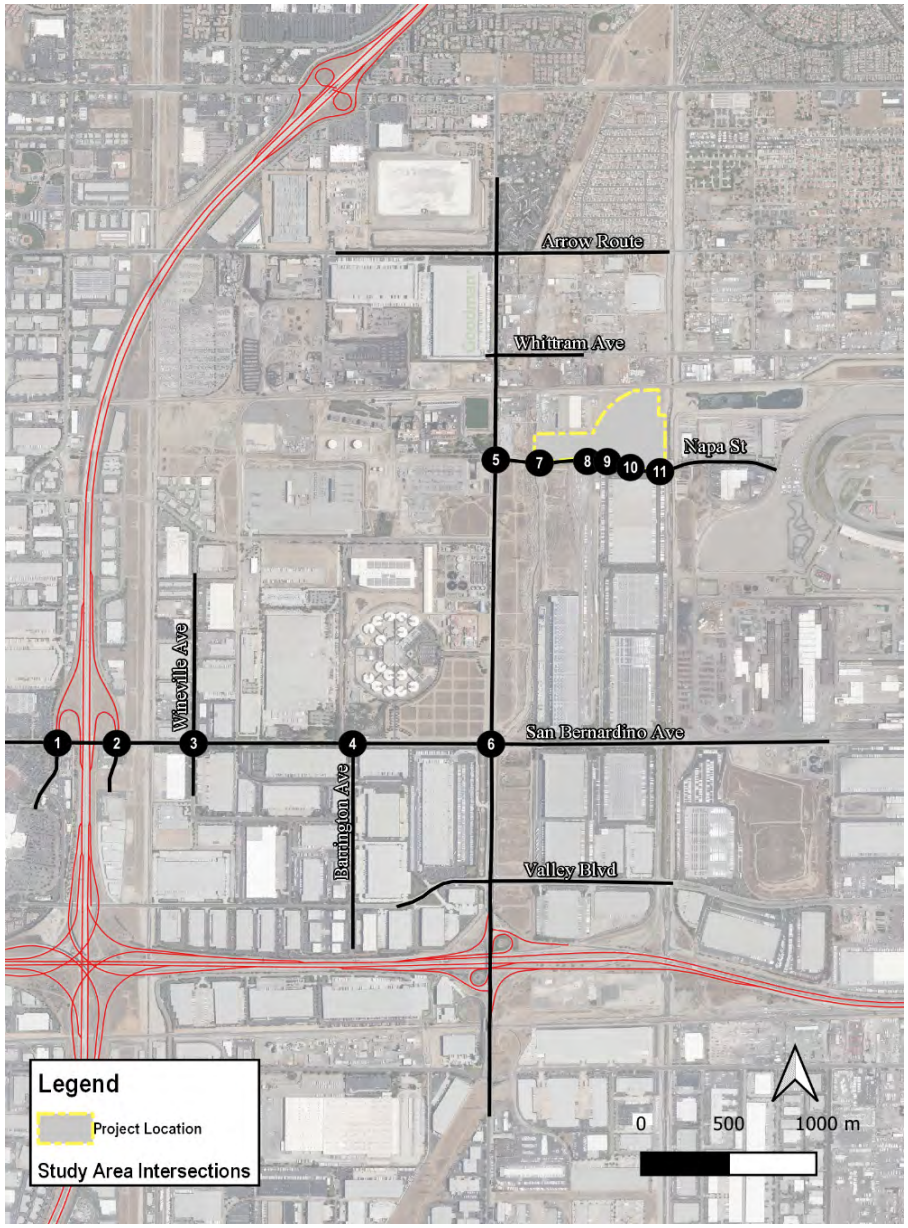
FIGURE 11

XX/YY AM/PM Peak Hour Trips

Napa Warehouse

Alternative 2 Project Trip Assignment Building A High-Cube Warehouse (Trucks)

translutions
the transportation solutions company...



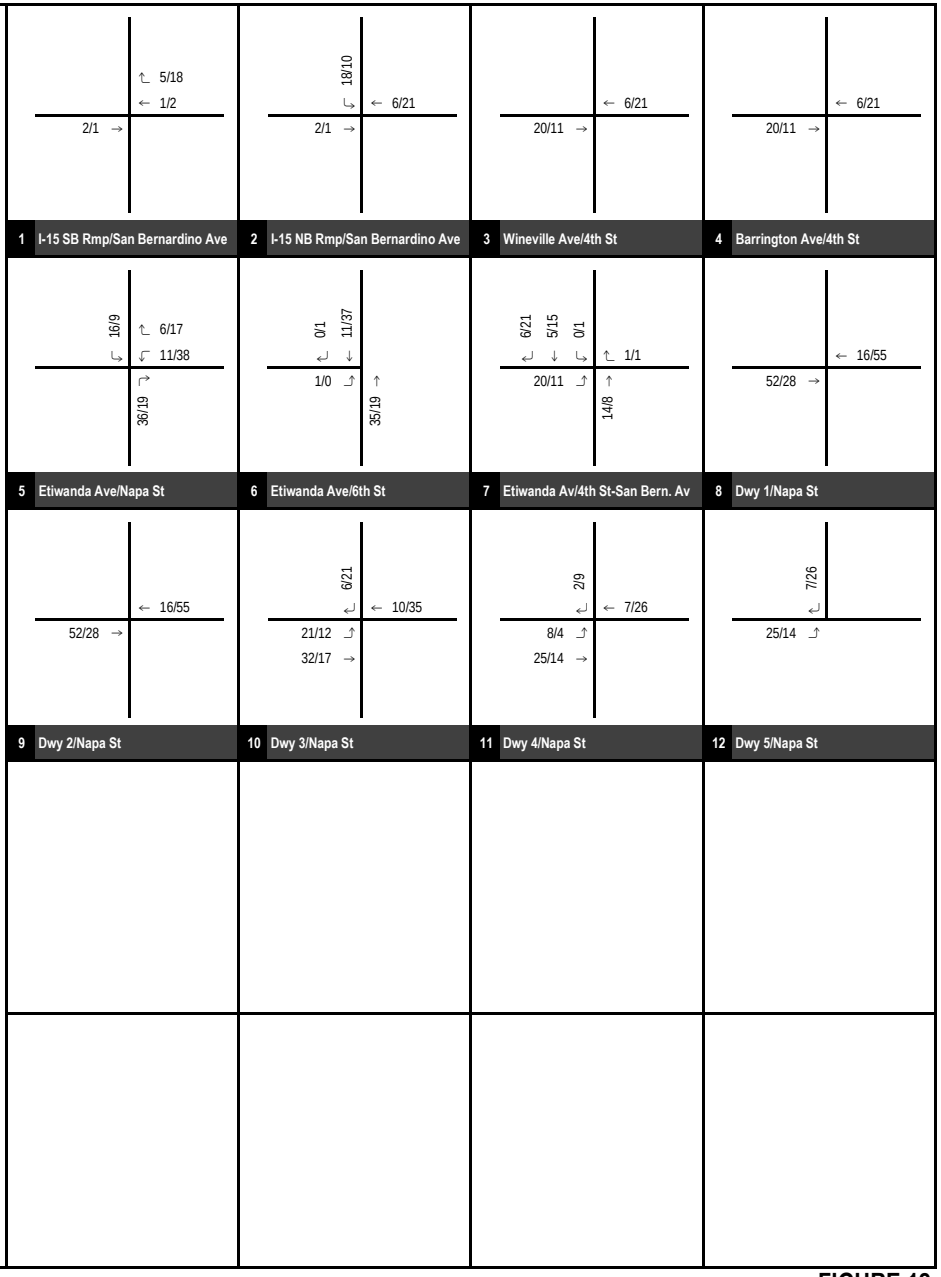
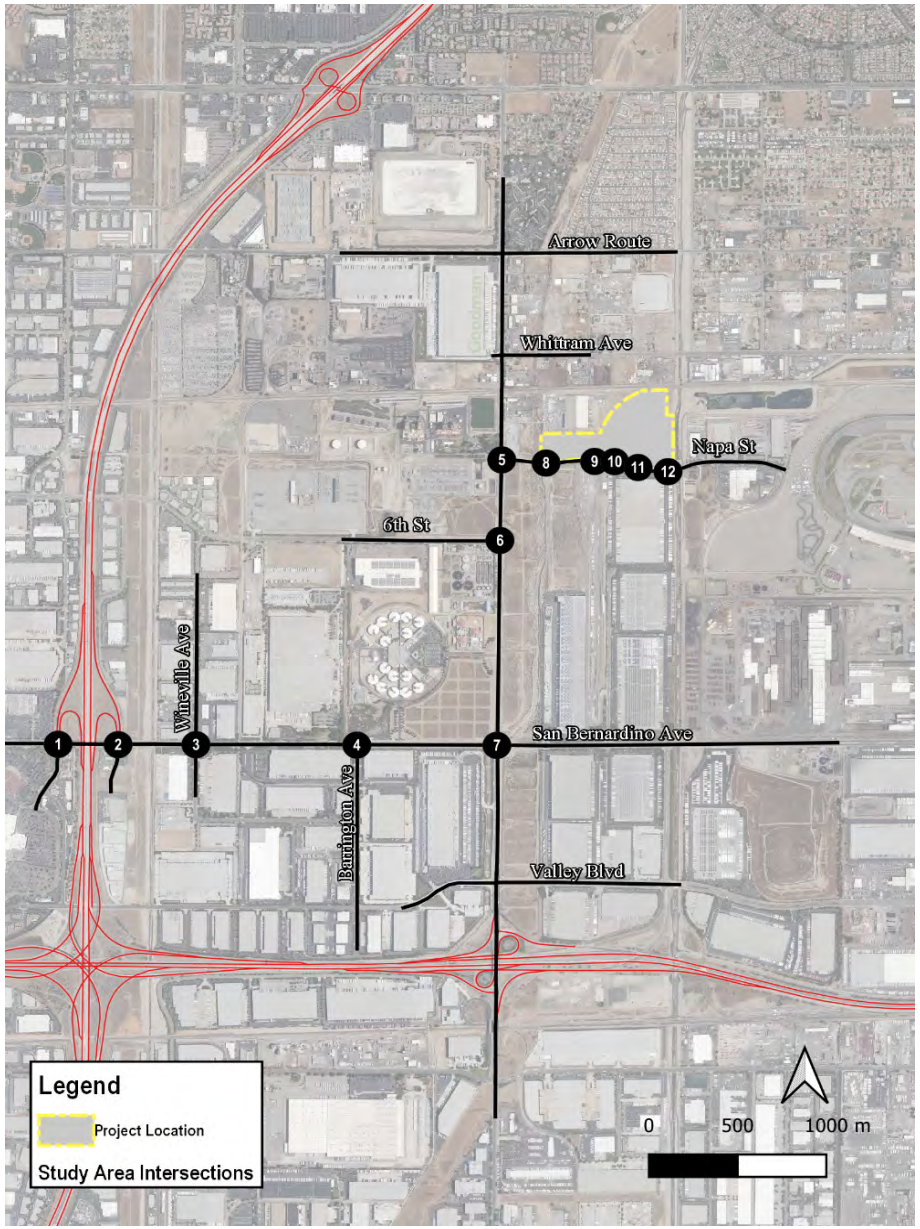


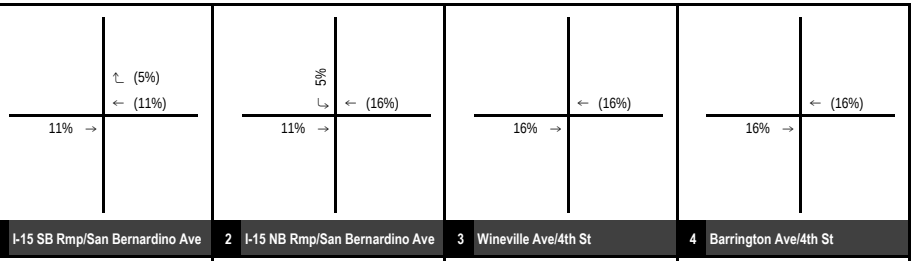
FIGURE 12

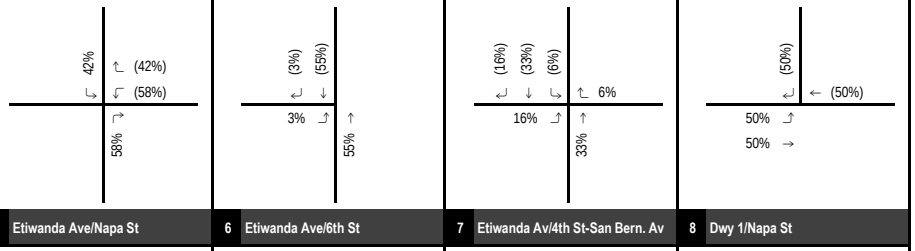
XX/YY AM/PM Peak Hour Trips

Napa Warehouse
Alternative 2 Total Building A High-Cube Warehouse Project Trip Assignment

translutions
the transportation solutions company...







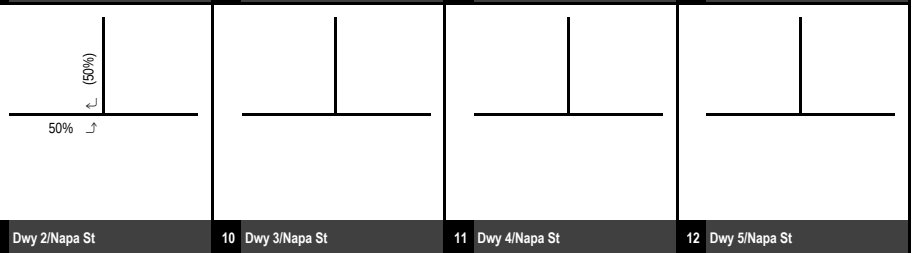
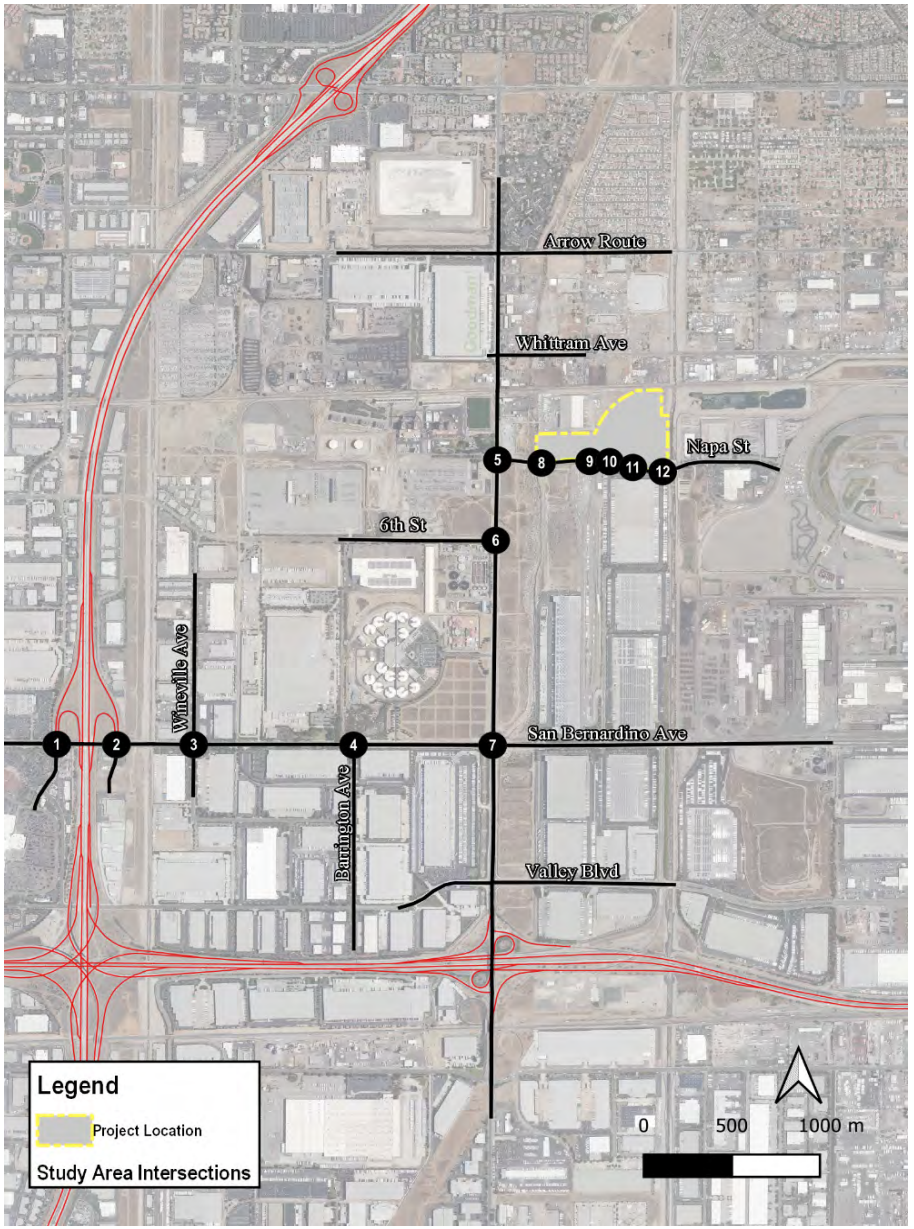


FIGURE 13

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

Napa Warehouse
Alternative 2 Project Trip Distribution Building B Warehouse (Autos)

translutions
the transportation solutions company...



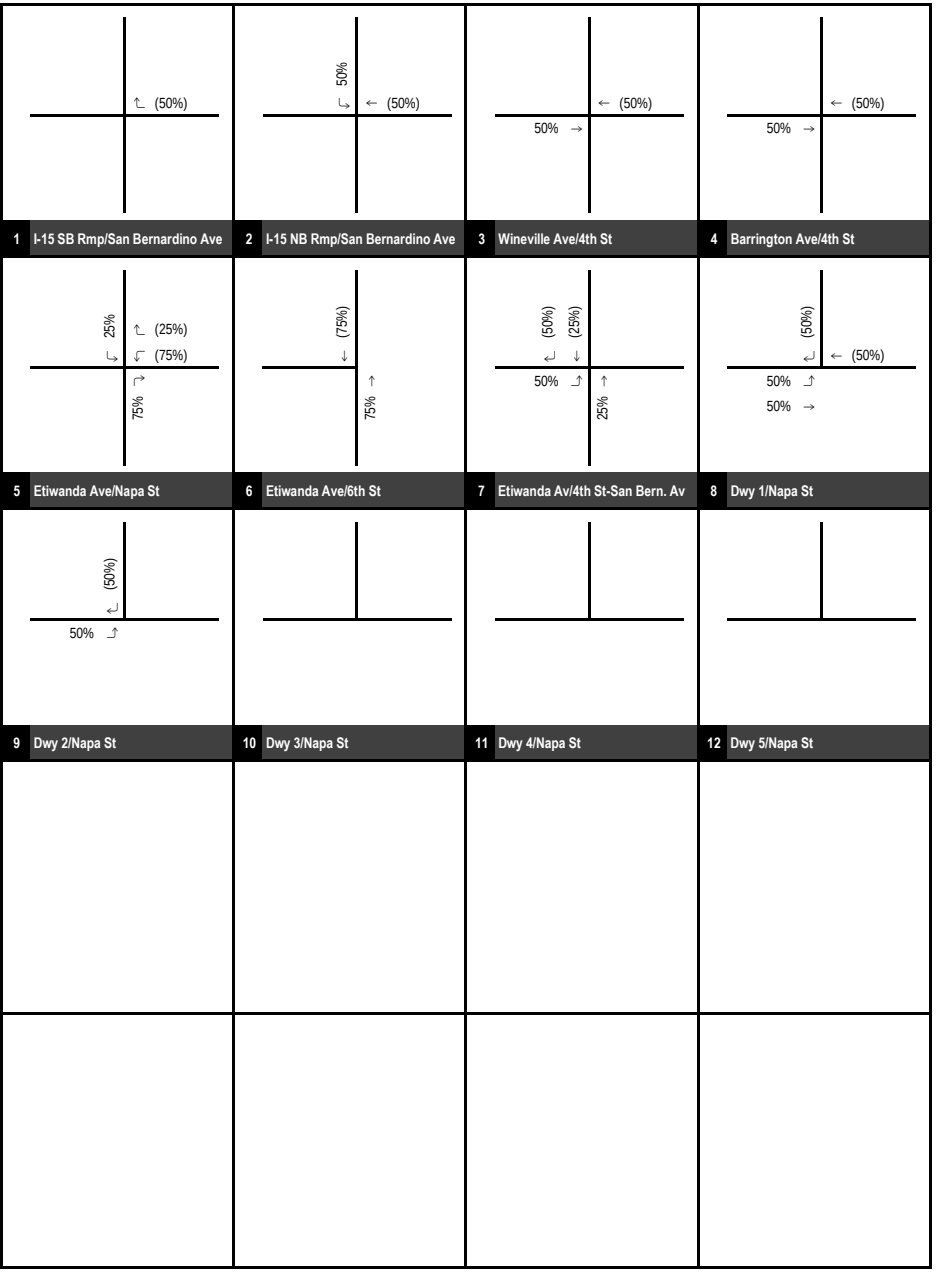
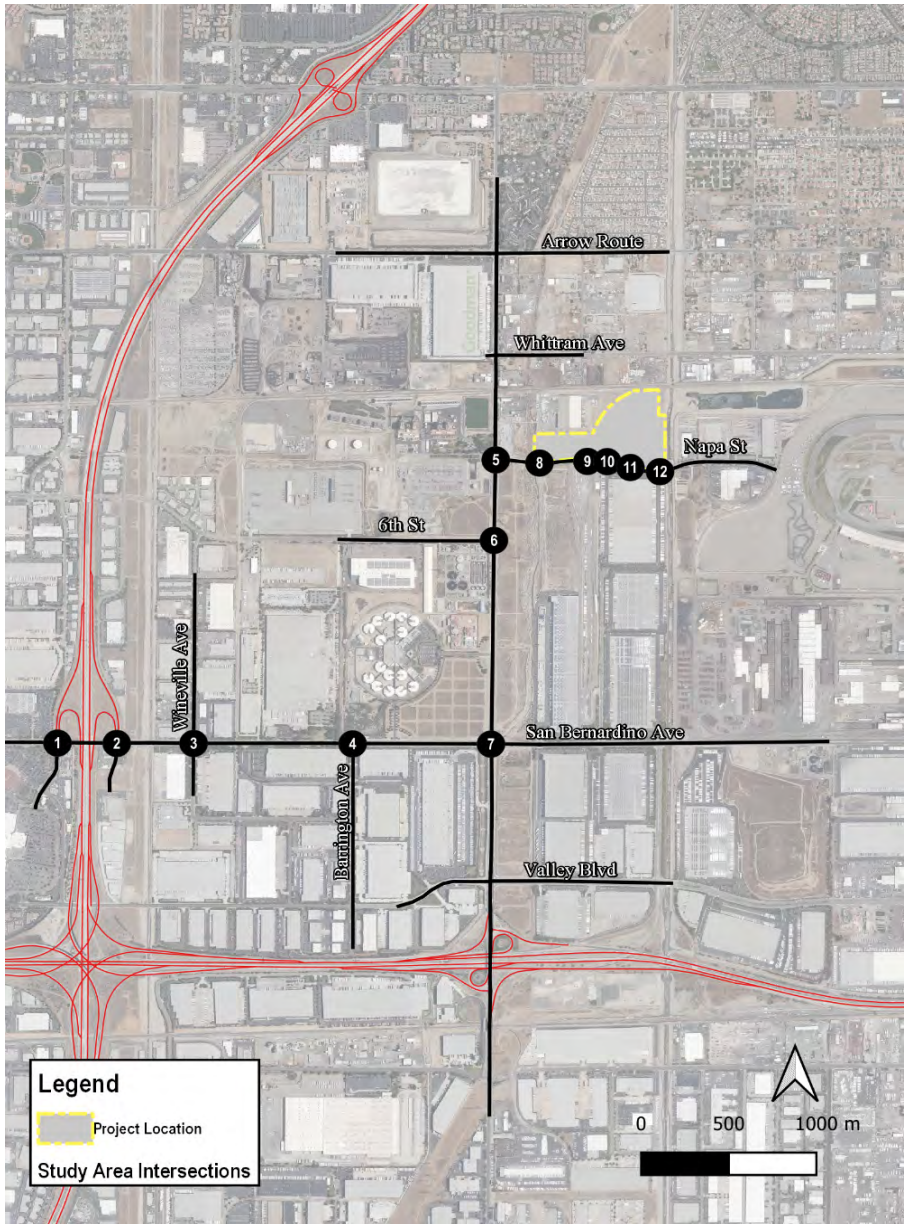


FIGURE 14

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

Napa Warehouse
Project Trip Distribution Building B Warehouse (Trucks)

translutions
the transportation solutions company...



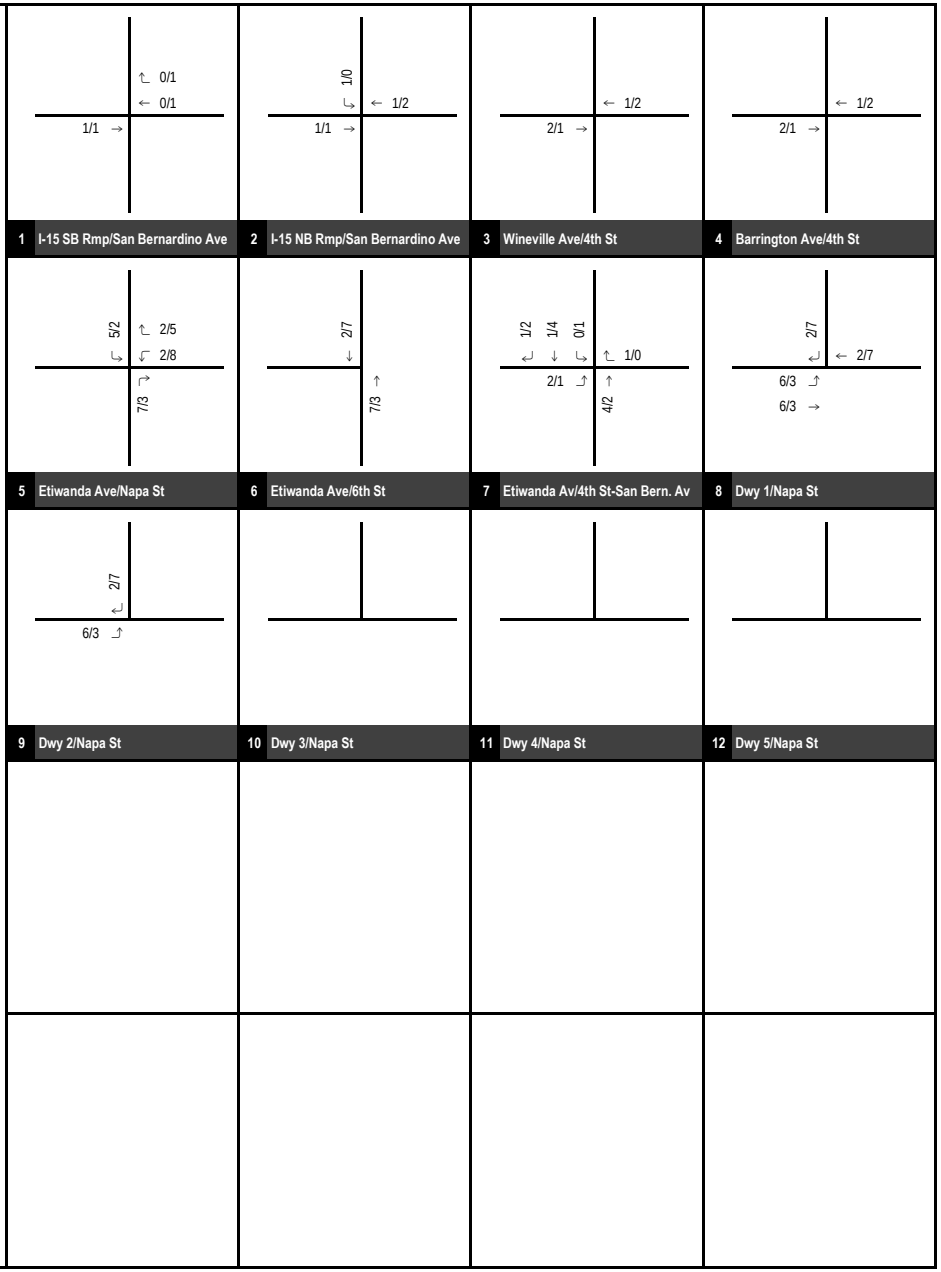


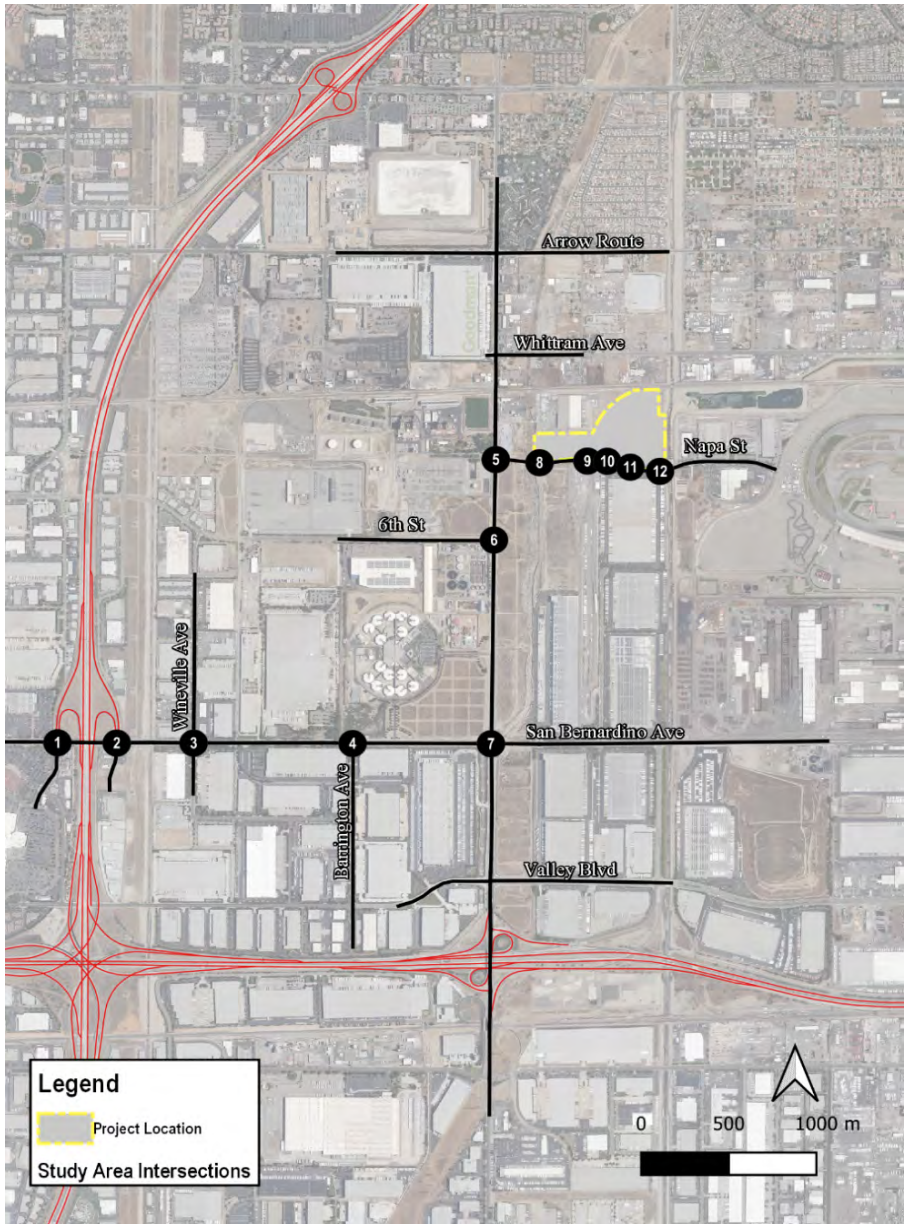
FIGURE 15

XX/YY AM/PM Peak Hour Trips

Napa Warehouse

Alternative 2 Project Trip Assignment Building B Warehouse (Autos)

translutions
the transportation solutions company...



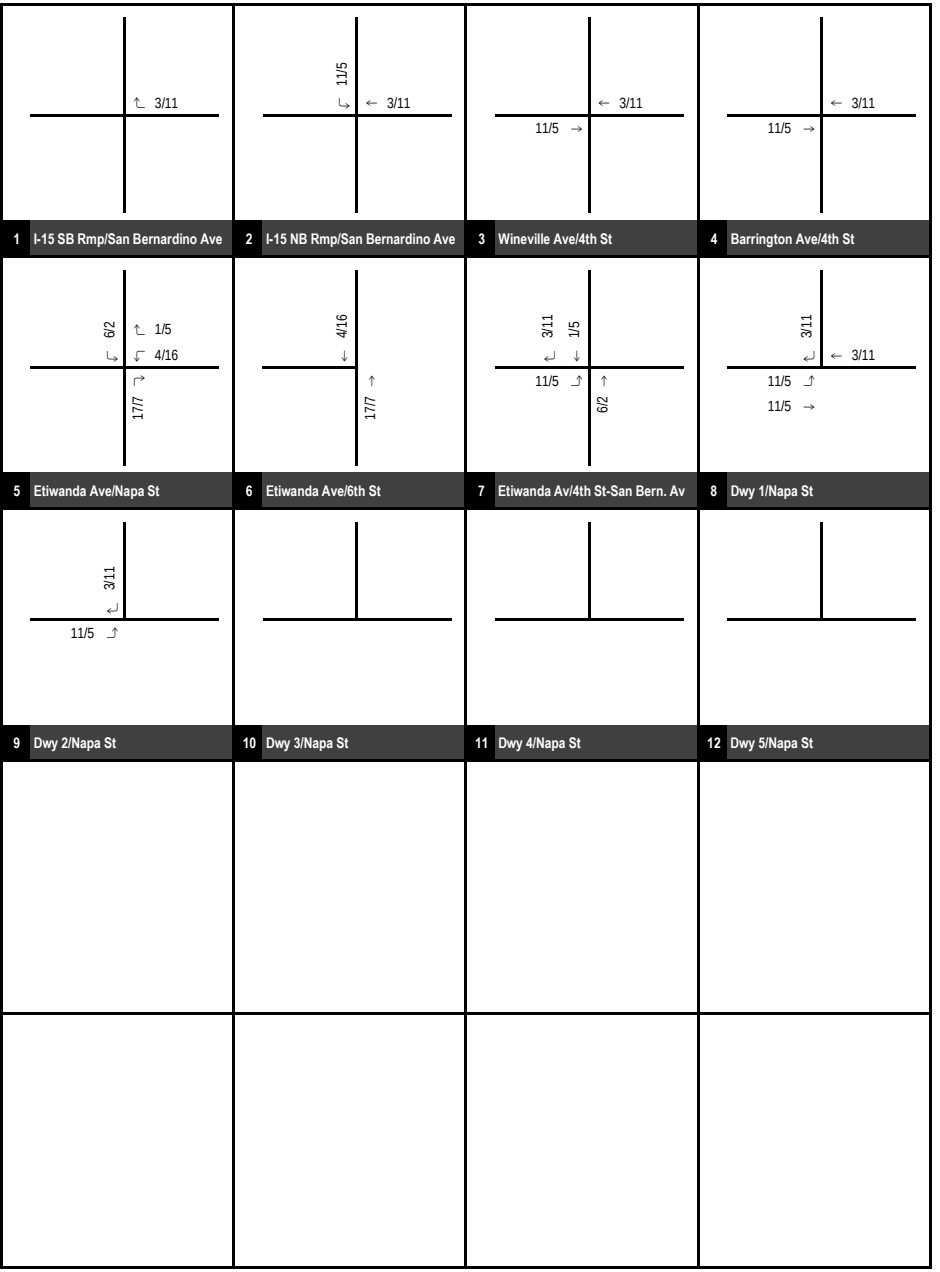


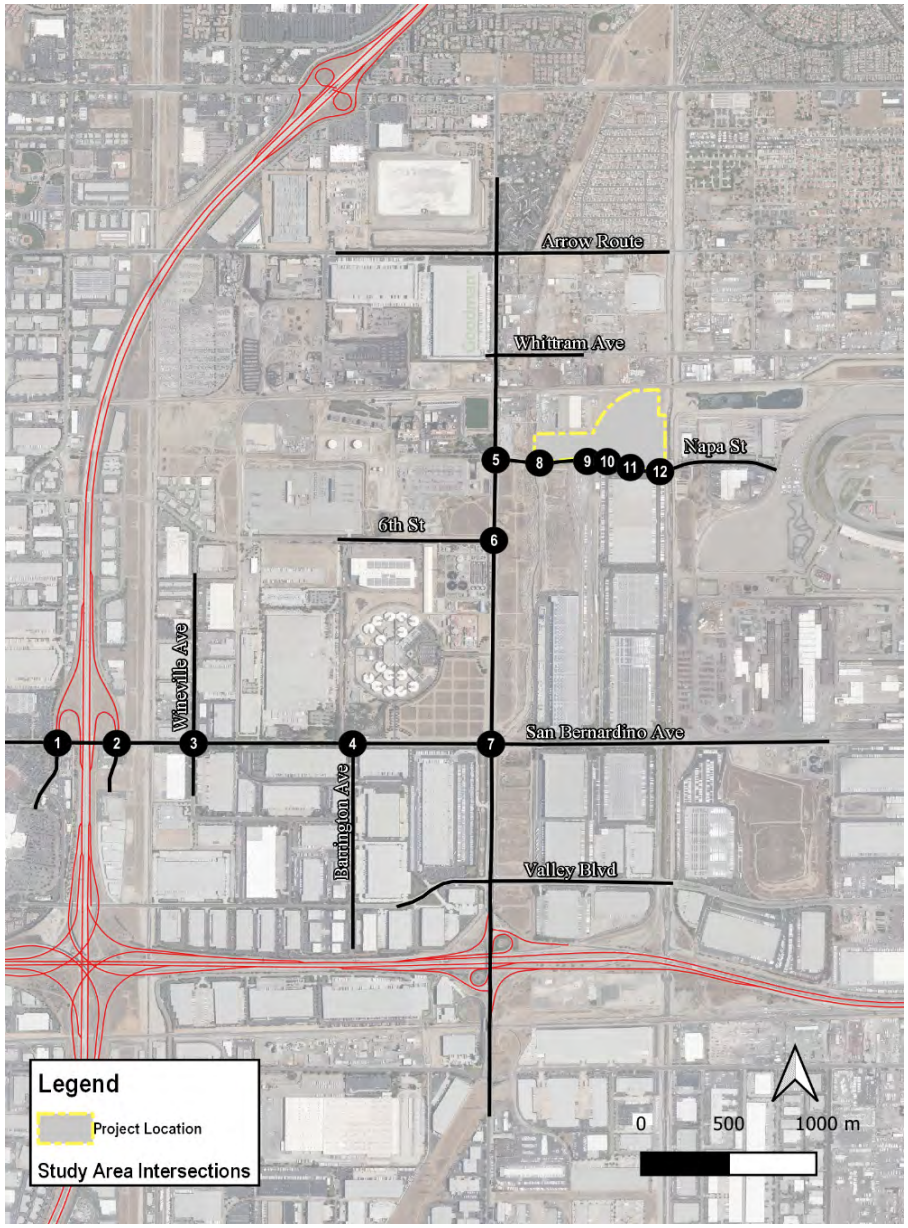
FIGURE 16

XX/YY AM/PM Peak Hour Trips

Napa Warehouse

Alternative 2 Project Trip Assignment Building B Warehouse (Trucks)

translutions
the transportation solutions company...



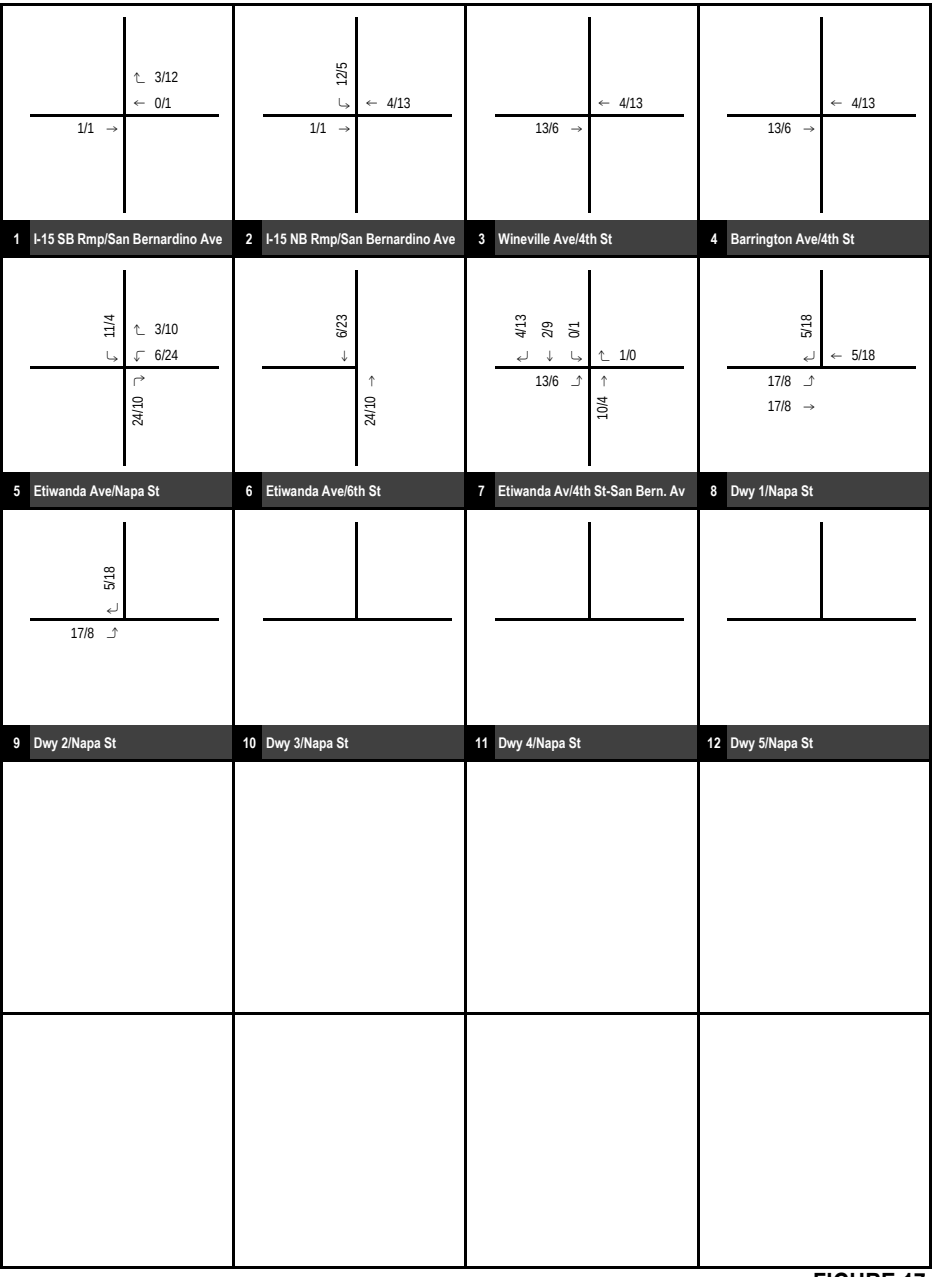
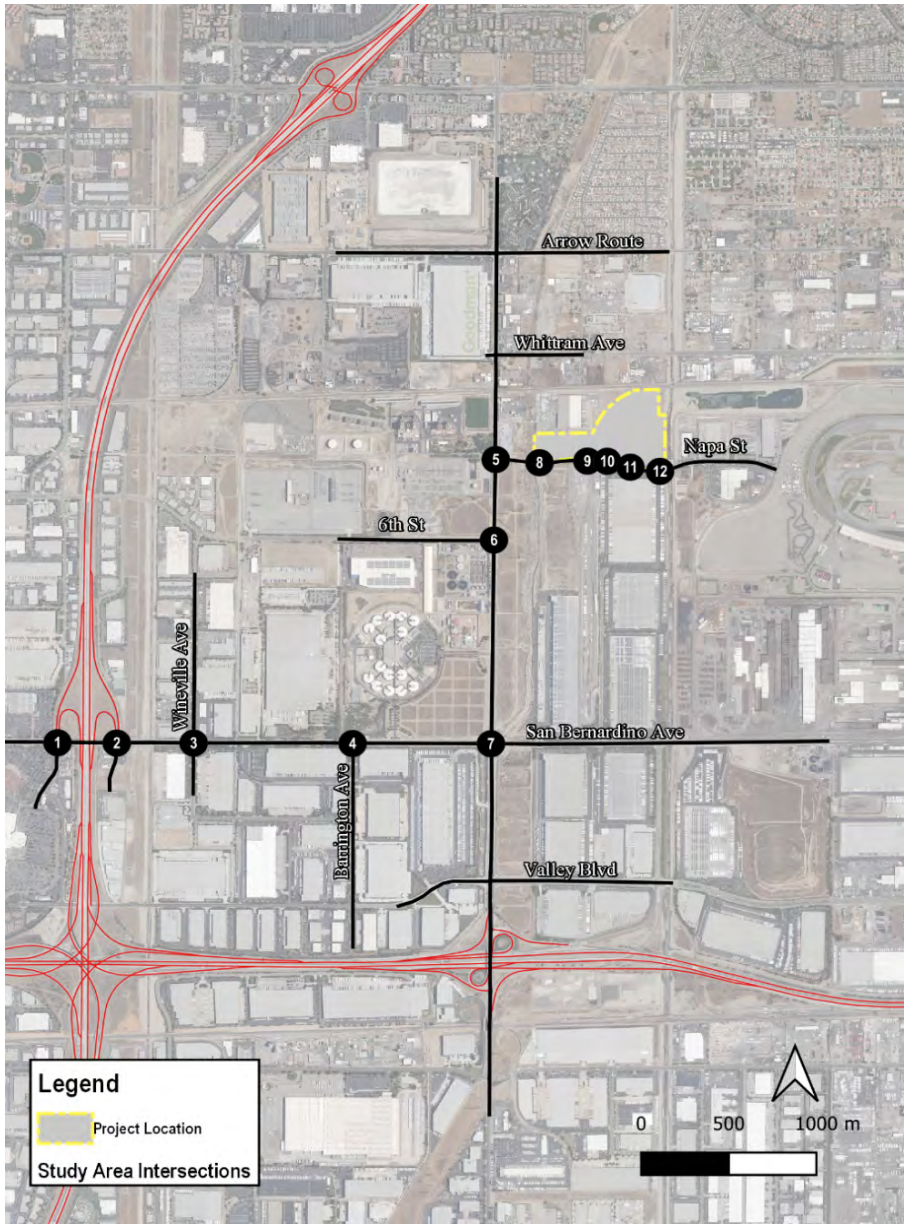


FIGURE 17

XX/YY AM/PM Peak Hour Trips

Napa Warehouse
Alternative 2 Total Building B Warehouse Project Trip Assignment

translutions
the transportation solutions company...



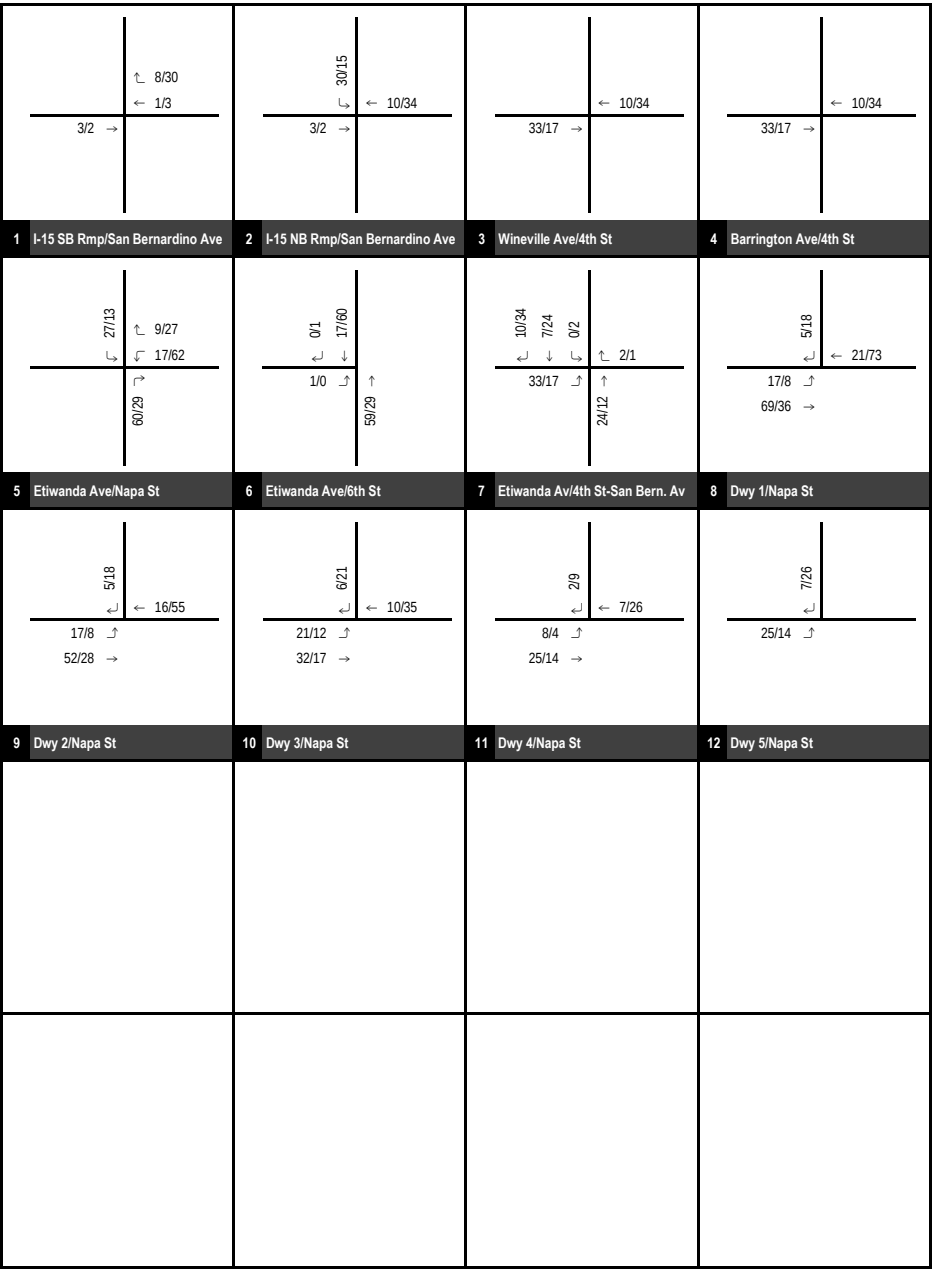


FIGURE 18

XX/YY AM/PM Peak Hour Trips

Napa Warehouse

Alternative 2 Total Building A High-Cube Warehouse and Building B Warehouse Project Trip Assignment

translutions
the transportation solutions company...

ATTACHMENT A – SURVEY DATA

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
WEST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	1	0	**1**
0:15	0	0	0	1	**1**	0	0	0	2	**2**
0:30	0	0	0	1	**1**	0	0	0	0	**0**
0:45	0	0	0	1	**1**	0	0	0	0	**0**
1:00	0	0	1	1	**2**	0	0	2	0	**2**
1:15	0	0	1	0	**1**	0	0	0	1	**1**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	1	**1**
2:00	0	0	0	3	**3**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	3	1	**4**
2:30	0	0	0	0	**0**	0	0	0	1	**1**
2:45	0	0	0	2	**2**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	1	1	**2**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	1	**1**	0	0	0	0	**0**
3:45	1	0	0	0	**1**	1	0	0	0	**1**
4:00	1	0	0	0	**1**	0	0	0	0	**0**
4:15	0	0	1	1	**2**	1	0	0	1	**2**
4:30	0	0	0	1	**1**	5	0	0	0	**5**
4:45	0	0	0	2	**2**	3	0	0	2	**5**
5:00	1	0	0	1	**2**	16	0	0	3	**19**
5:15	1	0	0	1	**2**	2	0	1	1	**4**
5:30	3	0	0	1	**4**	6	0	0	1	**7**
5:45	7	0	0	0	**7**	1	0	0	0	**1**
6:00	0	0	0	1	**1**	2	0	0	0	**2**
6:15	7	0	0	0	**7**	0	0	0	0	**0**
6:30	2	0	0	1	**3**	7	0	0	0	**7**
6:45	14	6	0	0	**20**	1	0	0	0	**1**
7:00	13	0	1	0	**14**	2	0	0	1	**3**
7:15	32	0	1	0	**33**	4	0	1	0	**5**
7:30	19	0	0	3	**22**	1	0	0	0	**1**
7:45	1	0	1	1	**3**	0	0	1	0	**1**
8:00	1	1	0	1	**3**	0	0	0	2	**2**
8:15	3	0	0	1	**4**	0	0	2	1	**3**
8:30	0	0	0	2	**2**	0	1	0	1	**2**
8:45	0	0	0	0	**0**	1	0	1	0	**2**
9:00	0	0	0	2	**2**	0	0	0	1	**1**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	1	0	**1**
9:45	1	0	1	1	**3**	1	0	0	0	**1**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	3	**3**	0	0	0	0	**0**
10:45	2	0	1	0	**3**	1	0	2	0	**3**
11:00	1	0	0	2	**3**	1	0	1	1	**3**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
WEST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	1	0	0	**1**	0	0	0	1	**1**
11:30	0	0	0	1	**1**	0	1	0	1	**2**
11:45	2	0	1	1	**4**	1	0	0	2	**3**
12:00	0	1	0	0	**1**	0	1	1	0	**2**
12:15	1	0	0	0	**1**	1	0	0	1	**2**
12:30	0	0	3	0	**3**	0	0	0	0	**0**
12:45	0	0	0	0	**0**	0	0	1	1	**2**
13:00	0	0	1	0	**1**	1	0	0	0	**1**
13:15	0	0	2	0	**2**	0	0	1	0	**1**
13:30	0	0	0	0	**0**	0	0	0	1	**1**
13:45	0	1	0	2	**3**	0	0	0	0	**0**
14:00	2	0	1	1	**4**	0	0	1	0	**1**
14:15	0	1	1	2	**4**	0	2	0	0	**2**
14:30	1	1	1	1	**4**	0	1	1	0	**2**
14:45	2	0	0	0	**2**	0	0	1	1	**2**
15:00	0	0	0	0	**0**	1	0	0	0	**1**
15:15	0	1	1	1	**3**	1	0	0	4	**5**
15:30	3	0	0	0	**3**	3	0	1	2	**6**
15:45	0	0	1	1	**2**	7	0	0	0	**7**
16:00	1	0	0	1	**2**	2	0	0	0	**2**
16:15	0	0	1	0	**1**	0	0	0	2	**2**
16:30	0	0	2	0	**2**	2	0	0	1	**3**
16:45	4	0	0	3	**7**	2	0	0	0	**2**
17:00	2	0	0	0	**2**	3	1	1	2	**7**
17:15	4	0	2	0	**6**	2	0	0	0	**2**
17:30	12	0	1	1	**14**	3	0	1	1	**5**
17:45	12	0	0	0	**12**	6	0	0	0	**6**
18:00	25	0	0	2	**27**	30	0	1	0	**31**
18:15	24	0	1	0	**25**	14	0	1	2	**17**
18:30	1	0	1	1	**3**	1	0	0	1	**2**
18:45	0	0	0	0	**0**	0	0	0	1	**1**
19:00	0	0	0	0	**0**	1	0	0	0	**1**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	1	1	0	**2**	0	0	0	0	**0**
20:15	0	0	0	2	**2**	0	0	1	0	**1**
20:30	0	0	0	0	**0**	0	0	0	1	**1**
20:45	0	0	0	0	**0**	0	0	0	1	**1**
21:00	0	1	0	0	**1**	0	0	0	0	**0**
21:15	0	0	0	1	**1**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	1	0	0	**1**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
WEST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	1	**1**	0	0	0	4	**4**
22:45	0	0	0	0	**0**	0	0	1	2	**3**
23:00	0	0	0	0	**0**	0	1	0	0	**1**
23:15	0	0	0	1	**1**	0	0	0	1	**1**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	206	**15**	**29**	**58**	**308**	**137**	**9**	**30**	**55**	**231**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
MIDDLE DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	1	0	0	**1**	2	0	0	0	**2**
0:15	1	0	0	0	**1**	2	0	0	0	**2**
0:30	0	0	0	0	**0**	1	0	0	0	**1**
0:45	0	0	0	0	**0**	2	0	0	0	**2**
1:00	1	0	0	0	**1**	0	1	0	0	**1**
1:15	2	0	0	0	**2**	1	0	0	0	**1**
1:30	1	0	0	0	**1**	4	0	0	0	**4**
1:45	0	0	0	0	**0**	2	0	0	0	**2**
2:00	0	0	0	0	**0**	1	0	0	0	**1**
2:15	1	0	0	0	**1**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	16	0	0	0	**16**
2:45	2	0	0	0	**2**	6	0	0	0	**6**
3:00	2	0	0	0	**2**	7	0	0	0	**7**
3:15	1	0	0	0	**1**	1	0	0	0	**1**
3:30	0	0	0	0	**0**	2	0	0	0	**2**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	2	0	0	0	**2**
4:15	2	0	0	0	**2**	4	0	0	0	**4**
4:30	6	0	0	0	**6**	20	0	0	0	**20**
4:45	6	0	0	0	**6**	15	0	0	0	**15**
5:00	12	0	0	0	**12**	52	0	0	0	**52**
5:15	3	0	0	0	**3**	14	0	0	0	**14**
5:30	11	0	0	0	**11**	6	1	0	0	**7**
5:45	8	0	0	0	**8**	4	0	0	0	**4**
6:00	10	0	0	0	**10**	5	0	0	0	**5**
6:15	28	0	0	0	**28**	0	0	0	0	**0**
6:30	19	0	0	0	**19**	7	0	0	0	**7**
6:45	51	0	0	0	**51**	7	0	0	0	**7**
7:00	44	0	0	0	**44**	8	0	0	0	**8**
7:15	55	0	0	0	**55**	4	0	0	0	**4**
7:30	22	0	0	0	**22**	1	0	0	0	**1**
7:45	4	0	0	0	**4**	1	0	0	0	**1**
8:00	2	0	0	0	**2**	0	0	0	0	**0**
8:15	8	0	0	0	**8**	0	0	0	0	**0**
8:30	4	0	0	0	**4**	0	1	0	0	**1**
8:45	5	0	0	0	**5**	5	0	0	0	**5**
9:00	4	0	0	0	**4**	2	0	0	0	**2**
9:15	3	0	0	0	**3**	4	0	0	0	**4**
9:30	2	0	0	0	**2**	1	0	0	0	**1**
9:45	3	1	0	0	**4**	2	1	0	0	**3**
10:00	1	0	0	0	**1**	2	0	0	0	**2**
10:15	3	0	0	0	**3**	2	0	0	0	**2**
10:30	0	0	0	0	**0**	3	0	0	0	**3**
10:45	3	0	0	0	**3**	2	0	0	0	**2**
11:00	4	0	0	0	**4**	3	0	0	0	**3**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
MIDDLE DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	6	0	0	0	**6**	35	1	0	0	**36**
11:30	3	0	0	0	**3**	13	0	0	0	**13**
11:45	5	0	0	0	**5**	5	0	0	0	**5**
12:00	5	0	0	0	**5**	29	0	0	0	**29**
12:15	13	0	0	0	**13**	8	0	0	0	**8**
12:30	1	0	0	0	**1**	4	0	0	0	**4**
12:45	5	0	0	0	**5**	5	0	0	0	**5**
13:00	0	0	0	0	**0**	5	0	0	0	**5**
13:15	2	0	0	0	**2**	0	0	0	0	**0**
13:30	4	0	0	0	**4**	5	0	0	0	**5**
13:45	2	0	0	0	**2**	1	0	0	0	**1**
14:00	4	0	0	0	**4**	6	0	0	0	**6**
14:15	2	0	0	0	**2**	3	0	0	0	**3**
14:30	1	0	0	0	**1**	9	0	0	0	**9**
14:45	2	0	0	0	**2**	7	0	0	0	**7**
15:00	1	0	0	0	**1**	2	0	0	0	**2**
15:15	1	0	0	0	**1**	5	0	0	0	**5**
15:30	1	0	0	0	**1**	5	0	0	0	**5**
15:45	1	0	0	0	**1**	8	0	0	0	**8**
16:00	3	0	0	0	**3**	8	0	0	0	**8**
16:15	3	0	0	0	**3**	5	0	0	0	**5**
16:30	2	0	0	0	**2**	1	0	0	0	**1**
16:45	5	0	0	0	**5**	7	0	0	0	**7**
17:00	7	0	0	0	**7**	10	0	0	0	**10**
17:15	24	0	0	0	**24**	5	0	0	0	**5**
17:30	34	0	0	0	**34**	24	0	0	0	**24**
17:45	37	0	0	0	**37**	11	0	0	0	**11**
18:00	45	0	0	0	**45**	53	0	0	0	**53**
18:15	76	0	0	0	**76**	24	0	0	0	**24**
18:30	15	0	0	0	**15**	20	0	0	0	**20**
18:45	8	0	0	0	**8**	8	0	0	0	**8**
19:00	3	1	0	0	**4**	5	0	0	0	**5**
19:15	1	0	0	0	**1**	5	0	0	0	**5**
19:30	1	0	0	0	**1**	2	0	0	0	**2**
19:45	0	0	0	0	**0**	2	0	0	0	**2**
20:00	2	0	0	0	**2**	4	0	0	0	**4**
20:15	1	0	0	0	**1**	3	0	0	0	**3**
20:30	2	0	0	0	**2**	2	0	0	0	**2**
20:45	3	0	0	0	**3**	3	0	0	0	**3**
21:00	0	0	0	0	**0**	1	0	0	0	**1**
21:15	1	0	0	0	**1**	0	0	0	0	**0**
21:30	3	0	0	0	**3**	1	0	0	0	**1**
21:45	2	0	0	0	**2**	1	0	0	0	**1**
22:00	2	0	0	0	**2**	2	0	0	0	**2**
22:15	2	0	0	0	**2**	16	0	0	0	**16**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
MIDDLE DRIVEWAY
9/19/2017
Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	5	0	0	0	**5**
22:45	7	0	0	0	**7**
23:00	3	0	0	0	**3**
23:15	13	0	0	0	**13**
23:30	4	0	0	0	**4**
23:45	3	0	0	0	**3**
	710	**3**	**0**	**0**	**713**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	8	1	0	0	**9**
	5	0	0	0	**5**
	30	0	0	0	**30**
	11	0	0	0	**11**
	10	0	0	0	**10**
	9	0	0	0	**9**
	674	**6**	**0**	**0**	**680**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
EAST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	1	0	0	0	**1**
4:15	0	0	0	0	**0**	3	0	0	0	**3**
4:30	1	0	0	0	**1**	10	0	0	0	**10**
4:45	0	0	0	0	**0**	7	0	0	0	**7**
5:00	2	0	0	0	**2**	26	0	0	0	**26**
5:15	1	0	0	0	**1**	10	0	0	0	**10**
5:30	0	0	0	0	**0**	0	0	0	0	**0**
5:45	0	0	0	0	**0**	1	0	0	0	**1**
6:00	0	0	0	0	**0**	3	0	0	0	**3**
6:15	3	0	0	0	**3**	0	0	0	0	**0**
6:30	7	0	0	0	**7**	2	0	0	0	**2**
6:45	7	0	0	0	**7**	4	0	0	0	**4**
7:00	8	0	0	0	**8**	9	0	0	0	**9**
7:15	13	0	0	0	**13**	8	0	0	0	**8**
7:30	3	0	0	0	**3**	1	0	0	0	**1**
7:45	0	0	0	0	**0**	0	1	0	0	**1**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	1	0	0	0	**1**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
EAST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	0	0	0	0	**0**
12:15	0	0	0	0	**0**	0	0	0	0	**0**
12:30	0	0	0	0	**0**	0	0	0	0	**0**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	0	0	0	0	**0**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	2	0	0	0	**2**	0	0	0	0	**0**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	2	0	0	0	**2**
15:15	0	0	0	0	**0**	1	0	0	0	**1**
15:30	0	0	0	0	**0**	2	0	0	0	**2**
15:45	0	0	0	0	**0**	11	0	0	0	**11**
16:00	1	0	0	0	**1**	4	0	0	0	**4**
16:15	0	0	0	0	**0**	1	0	0	0	**1**
16:30	1	0	0	0	**1**	1	0	0	0	**1**
16:45	0	0	0	0	**0**	2	0	0	0	**2**
17:00	0	0	0	0	**0**	1	0	0	0	**1**
17:15	5	0	0	0	**5**	2	0	0	0	**2**
17:30	1	0	0	0	**1**	22	0	0	0	**22**
17:45	13	0	0	0	**13**	9	0	0	0	**9**
18:00	7	0	0	1	**8**	35	0	0	6	**41**
18:15	13	0	0	0	**13**	15	0	0	0	**15**
18:30	0	0	0	0	**0**	0	0	0	0	**0**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	1	0	**1**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	1	0	**1**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
EAST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	88	**0**	**1**	**1**	**90**	**194**	**1**	**1**	**6**	**202**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	1	0	0	**1**	2	0	1	0	**3**
0:15	1	0	0	1	**2**	2	0	0	2	**4**
0:30	0	0	0	1	**1**	1	0	0	0	**1**
0:45	0	0	0	1	**1**	2	0	0	0	**2**
1:00	1	0	1	1	**3**	0	1	2	0	**3**
1:15	2	0	1	0	**3**	1	0	0	1	**2**
1:30	1	0	0	0	**1**	4	0	0	0	**4**
1:45	0	0	0	0	**0**	2	0	0	1	**3**
2:00	0	0	0	3	**3**	1	0	0	0	**1**
2:15	1	0	0	0	**1**	0	0	3	1	**4**
2:30	0	0	0	0	**0**	16	0	0	1	**17**
2:45	2	0	0	2	**4**	6	0	0	0	**6**
3:00	2	0	0	0	**2**	7	0	1	1	**9**
3:15	1	0	0	0	**1**	1	0	0	0	**1**
3:30	0	0	0	1	**1**	2	0	0	0	**2**
3:45	1	0	0	0	**1**	1	0	0	0	**1**
4:00	1	0	0	0	**1**	3	0	0	0	**3**
4:15	2	0	1	1	**4**	8	0	0	1	**9**
4:30	7	0	0	1	**8**	35	0	0	0	**35**
4:45	6	0	0	2	**8**	25	0	0	2	**27**
5:00	15	0	0	1	**16**	94	0	0	3	**97**
5:15	5	0	0	1	**6**	26	0	1	1	**28**
5:30	14	0	0	1	**15**	12	1	0	1	**14**
5:45	15	0	0	0	**15**	6	0	0	0	**6**
6:00	10	0	0	1	**11**	10	0	0	0	**10**
6:15	38	0	0	0	**38**	0	0	0	0	**0**
6:30	28	0	0	1	**29**	16	0	0	0	**16**
6:45	72	6	0	0	**78**	12	0	0	0	**12**
7:00	65	0	1	0	**66**	19	0	0	1	**20**
7:15	100	0	1	0	**101**	16	0	1	0	**17**
7:30	44	0	0	3	**47**	3	0	0	0	**3**
7:45	5	0	1	1	**7**	1	1	1	0	**3**
8:00	3	1	0	1	**5**	0	0	0	2	**2**
8:15	11	0	0	1	**12**	0	0	2	1	**3**
8:30	4	0	0	2	**6**	0	2	0	1	**3**
8:45	5	0	0	0	**5**	6	0	1	0	**7**
9:00	4	0	0	2	**6**	2	0	0	1	**3**
9:15	3	0	0	0	**3**	4	0	0	0	**4**
9:30	2	0	0	0	**2**	1	0	1	0	**2**
9:45	4	1	1	1	**7**	3	1	0	0	**4**
10:00	1	0	0	0	**1**	2	0	0	0	**2**
10:15	3	0	0	0	**3**	2	0	0	0	**2**
10:30	0	0	0	3	**3**	4	0	0	0	**4**
10:45	5	0	1	0	**6**	3	0	2	0	**5**
11:00	5	0	0	2	**7**	4	0	1	1	**6**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	6	1	0	0	**7**	35	1	0	1	**37**
11:30	3	0	0	1	**4**	13	1	0	1	**15**
11:45	7	0	1	1	**9**	6	0	0	2	**8**
12:00	5	1	0	0	**6**	29	1	1	0	**31**
12:15	14	0	0	0	**14**	9	0	0	1	**10**
12:30	1	0	3	0	**4**	4	0	0	0	**4**
12:45	5	0	0	0	**5**	5	0	1	1	**7**
13:00	0	0	1	0	**1**	6	0	0	0	**6**
13:15	2	0	2	0	**4**	0	0	1	0	**1**
13:30	4	0	0	0	**4**	5	0	0	1	**6**
13:45	2	1	0	2	**5**	1	0	0	0	**1**
14:00	6	0	1	1	**8**	6	0	1	0	**7**
14:15	2	1	1	2	**6**	3	2	0	0	**5**
14:30	4	1	1	1	**7**	9	1	1	0	**11**
14:45	4	0	0	0	**4**	7	0	1	1	**9**
15:00	1	0	0	0	**1**	5	0	0	0	**5**
15:15	1	1	1	1	**4**	7	0	0	4	**11**
15:30	4	0	0	0	**4**	10	0	1	2	**13**
15:45	1	0	1	1	**3**	26	0	0	0	**26**
16:00	5	0	0	1	**6**	14	0	0	0	**14**
16:15	3	0	1	0	**4**	6	0	0	2	**8**
16:30	3	0	2	0	**5**	4	0	0	1	**5**
16:45	9	0	0	3	**12**	11	0	0	0	**11**
17:00	9	0	0	0	**9**	14	1	1	2	**18**
17:15	33	0	2	0	**35**	9	0	0	0	**9**
17:30	47	0	1	1	**49**	49	0	1	1	**51**
17:45	62	0	0	0	**62**	26	0	0	0	**26**
18:00	77	0	0	3	**80**	118	0	1	6	**125**
18:15	113	0	1	0	**114**	53	0	1	2	**56**
18:30	16	0	1	1	**18**	21	0	0	1	**22**
18:45	8	0	0	0	**8**	8	0	0	1	**9**
19:00	3	1	0	0	**4**	6	0	0	0	**6**
19:15	1	0	0	0	**1**	5	0	0	0	**5**
19:30	1	0	0	0	**1**	2	0	0	0	**2**
19:45	0	0	0	0	**0**	2	0	0	0	**2**
20:00	2	1	1	0	**4**	4	0	0	0	**4**
20:15	1	0	0	2	**3**	3	0	1	0	**4**
20:30	2	0	0	0	**2**	2	0	0	1	**3**
20:45	3	0	0	0	**3**	3	0	0	1	**4**
21:00	0	1	1	0	**2**	1	0	0	0	**1**
21:15	1	0	0	1	**2**	0	0	0	0	**0**
21:30	3	0	0	0	**3**	1	0	1	0	**2**
21:45	2	0	0	0	**2**	1	0	0	0	**1**
22:00	2	0	0	0	**2**	2	1	0	0	**3**
22:15	2	0	0	0	**2**	16	0	0	0	**16**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	5	0	0	1	**6**
22:45	7	0	0	0	**7**
23:00	3	0	0	0	**3**
23:15	13	0	0	1	**14**
23:30	4	0	0	0	**4**
23:45	3	0	0	0	**3**
	1004	**18**	**30**	**59**	**1111**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	8	1	0	4	**13**
	5	0	1	2	**8**
	30	1	0	0	**31**
	11	0	0	1	**12**
	10	0	0	0	**10**
	9	0	0	0	**9**
	1005	**16**	**31**	**61**	**1113**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
WEST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	1	**1**	1	0	0	0	**1**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	1	0	**1**	0	0	0	0	**0**
0:45	0	0	0	1	**1**	0	0	0	0	**0**
1:00	0	0	0	1	**1**	0	1	0	0	**1**
1:15	0	0	0	1	**1**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	1	1	0	0	**2**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	1	0	0	0	**1**
2:15	0	0	0	0	**0**	1	0	0	0	**1**
2:30	0	0	0	0	**0**	1	0	0	0	**1**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	1	**1**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	1	**1**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	1	1	0	2	**4**
4:00	1	0	0	0	**1**	0	0	0	1	**1**
4:15	2	0	1	0	**3**	0	0	0	2	**2**
4:30	0	0	0	0	**0**	1	0	0	3	**4**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	1	0	0	0	**1**	2	0	0	20	**22**
5:15	2	0	0	2	**4**	0	0	0	9	**9**
5:30	0	0	0	1	**1**	0	1	0	1	**2**
5:45	5	0	0	0	**5**	0	0	0	3	**3**
6:00	0	0	0	0	**0**	0	0	0	0	**0**
6:15	4	0	0	0	**4**	0	0	0	0	**0**
6:30	7	0	0	1	**8**	0	0	0	6	**6**
6:45	20	0	0	0	**20**	0	0	0	1	**1**
7:00	18	0	1	0	**19**	1	0	0	1	**2**
7:15	29	0	1	0	**30**	0	2	0	0	**2**
7:30	0	0	0	9	**9**	0	1	0	6	**7**
7:45	1	0	0	1	**2**	0	0	0	1	**1**
8:00	0	1	0	2	**3**	1	0	0	1	**2**
8:15	0	0	0	2	**2**	0	1	0	0	**1**
8:30	0	0	0	1	**1**	0	0	0	1	**1**
8:45	0	1	0	0	**1**	0	0	0	0	**0**
9:00	1	1	1	1	**4**	0	0	0	0	**0**
9:15	0	0	0	1	**1**	2	0	1	0	**3**
9:30	1	0	0	0	**1**	0	0	0	2	**2**
9:45	1	0	0	1	**2**	1	0	0	0	**1**
10:00	1	1	0	0	**2**	0	1	0	0	**1**
10:15	1	0	0	0	**1**	1	2	0	0	**3**
10:30	0	0	0	0	**0**	1	0	0	0	**1**
10:45	1	1	0	0	**2**	1	0	0	0	**1**
11:00	0	0	1	0	**1**	1	0	0	0	**1**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
WEST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	1	1	1	**3**	0	1	1	1	**3**
11:30	0	0	0	0	**0**	3	0	0	0	**3**
11:45	0	1	0	0	**1**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	1	0	0	0	**1**
12:15	2	0	0	1	**3**	1	0	0	1	**2**
12:30	0	1	0	0	**1**	0	1	0	0	**1**
12:45	1	0	0	1	**2**	0	0	0	0	**0**
13:00	0	0	1	3	**4**	0	0	0	1	**1**
13:15	0	0	1	2	**3**	0	1	0	3	**4**
13:30	2	0	1	0	**3**	0	0	1	3	**4**
13:45	0	0	1	0	**1**	1	0	1	0	**2**
14:00	0	1	0	0	**1**	0	2	1	0	**3**
14:15	0	0	0	4	**4**	0	1	1	0	**2**
14:30	0	1	1	2	**4**	0	0	1	0	**1**
14:45	2	1	0	0	**3**	2	2	0	2	**6**
15:00	0	0	1	0	**1**	1	1	0	1	**3**
15:15	1	0	0	1	**2**	2	0	0	2	**4**
15:30	0	0	0	1	**1**	0	0	0	4	**4**
15:45	1	0	0	0	**1**	1	0	0	0	**1**
16:00	1	0	1	1	**3**	0	0	0	0	**0**
16:15	0	0	0	0	**0**	0	0	0	0	**0**
16:30	0	0	0	1	**1**	1	0	0	4	**5**
16:45	2	0	0	2	**4**	0	0	0	1	**1**
17:00	0	0	0	0	**0**	1	0	0	3	**4**
17:15	12	0	0	1	**13**	0	1	0	1	**2**
17:30	16	0	0	0	**16**	1	0	1	6	**8**
17:45	25	0	1	0	**26**	0	0	0	2	**2**
18:00	22	0	0	1	**23**	1	0	0	34	**35**
18:15	26	0	0	0	**26**	2	0	0	12	**14**
18:30	5	0	0	1	**6**	0	0	0	4	**4**
18:45	0	0	1	0	**1**	1	0	0	0	**1**
19:00	1	0	1	1	**3**	2	1	0	0	**3**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	1	0	0	1	**2**	0	2	0	0	**2**
19:45	1	0	1	0	**2**	1	0	0	0	**1**
20:00	0	0	1	0	**1**	0	1	0	0	**1**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	1	**1**	0	0	0	0	**0**
20:45	0	0	0	1	**1**	0	0	0	0	**0**
21:00	0	1	0	0	**1**	0	0	0	0	**0**
21:15	0	0	0	1	**1**	0	0	0	0	**0**
21:30	0	0	0	1	**1**	0	0	0	0	**0**
21:45	0	1	0	1	**2**	0	0	0	0	**0**
22:00	0	0	1	0	**1**	0	0	1	0	**1**
22:15	0	0	0	1	**1**	0	0	0	0	**0**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
WEST DRIVEWAY
9/20/2017
Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	0	0	0	**2**
22:45	0	0	0	0	**0**
23:00	1	0	0	1	**2**
23:15	0	0	0	0	**0**
23:30	0	0	0	0	**0**
23:45	0	0	0	0	**0**
	220	**13**	**20**	**60**	**313**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	1	0	1	**4**
22:45	0	0	0	4	**4**
23:00	1	0	0	1	**2**
23:15	0	0	0	1	**1**
23:30	0	0	0	1	**1**
23:45	0	0	0	0	**0**
	43	**26**	**9**	**153**	**231**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
MIDDLE DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	0	**1**	1	0	0	0	**1**
0:15	1	0	0	0	**1**	3	0	0	0	**3**
0:30	0	1	0	0	**1**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	2	0	0	0	**2**
1:00	0	0	0	0	**0**	5	0	0	0	**5**
1:15	0	0	0	0	**0**	1	1	0	0	**2**
1:30	0	0	0	0	**0**	1	0	0	0	**1**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	1	0	0	0	**1**	8	0	0	0	**8**
2:15	3	0	0	0	**3**	29	0	0	0	**29**
2:30	2	0	0	0	**2**	20	0	0	0	**20**
2:45	4	0	0	0	**4**	3	0	0	0	**3**
3:00	1	0	0	0	**1**	8	0	0	0	**8**
3:15	0	0	0	0	**0**	3	0	0	0	**3**
3:30	1	0	0	0	**1**	7	0	0	0	**7**
3:45	1	0	0	0	**1**	11	0	0	0	**11**
4:00	1	0	0	0	**1**	5	0	0	0	**5**
4:15	3	0	0	0	**3**	6	0	0	0	**6**
4:30	0	0	0	0	**0**	9	0	0	0	**9**
4:45	9	0	0	0	**9**	13	0	0	0	**13**
5:00	9	0	0	0	**9**	26	0	0	0	**26**
5:15	4	0	0	0	**4**	10	0	0	0	**10**
5:30	7	0	0	0	**7**	2	0	0	0	**2**
5:45	8	0	0	0	**8**	3	0	0	0	**3**
6:00	9	0	0	0	**9**	5	0	0	0	**5**
6:15	21	0	0	0	**21**	2	0	0	0	**2**
6:30	33	0	0	0	**33**	9	0	0	0	**9**
6:45	52	0	0	0	**52**	9	0	0	0	**9**
7:00	38	0	0	0	**38**	8	0	0	0	**8**
7:15	47	0	0	0	**47**	4	0	0	0	**4**
7:30	18	0	0	0	**18**	8	0	0	0	**8**
7:45	7	0	0	0	**7**	2	0	0	0	**2**
8:00	5	1	0	0	**6**	1	0	0	0	**1**
8:15	4	0	0	0	**4**	4	0	0	0	**4**
8:30	7	0	0	0	**7**	6	0	0	0	**6**
8:45	5	0	0	0	**5**	1	0	0	0	**1**
9:00	3	0	0	0	**3**	4	0	0	0	**4**
9:15	3	0	0	0	**3**	1	1	0	0	**2**
9:30	6	0	0	0	**6**	6	0	0	0	**6**
9:45	1	0	0	0	**1**	2	0	0	0	**2**
10:00	1	0	0	0	**1**	0	0	0	0	**0**
10:15	1	0	0	0	**1**	2	0	0	0	**2**
10:30	2	0	0	0	**2**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	4	0	0	0	**4**	4	0	0	0	**4**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
MIDDLE DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	5	0	0	0	**5**	10	0	0	0	**10**
11:30	7	0	0	0	**7**	6	0	0	0	**6**
11:45	2	0	0	0	**2**	5	0	0	0	**5**
12:00	6	0	0	0	**6**	41	0	0	0	**41**
12:15	6	0	0	0	**6**	3	0	0	0	**3**
12:30	6	0	0	0	**6**	9	0	0	0	**9**
12:45	3	0	0	0	**3**	4	0	0	0	**4**
13:00	5	0	0	0	**5**	3	0	0	0	**3**
13:15	6	0	0	0	**6**	2	0	0	0	**2**
13:30	4	0	0	0	**4**	1	0	0	0	**1**
13:45	0	0	0	0	**0**	2	0	0	0	**2**
14:00	1	1	0	0	**2**	4	0	0	0	**4**
14:15	3	1	0	0	**4**	4	1	0	0	**5**
14:30	5	0	0	0	**5**	17	0	0	0	**17**
14:45	3	0	0	0	**3**	6	0	0	0	**6**
15:00	1	0	0	0	**1**	3	0	0	0	**3**
15:15	1	0	0	0	**1**	4	0	0	0	**4**
15:30	3	0	0	0	**3**	8	0	0	0	**8**
15:45	2	0	0	0	**2**	4	0	0	0	**4**
16:00	1	0	0	0	**1**	4	0	0	0	**4**
16:15	2	0	0	0	**2**	2	0	0	0	**2**
16:30	5	0	0	0	**5**	10	0	0	0	**10**
16:45	5	0	0	0	**5**	4	0	0	0	**4**
17:00	5	0	0	0	**5**	3	0	0	0	**3**
17:15	13	0	0	0	**13**	2	0	0	0	**2**
17:30	32	0	0	0	**32**	29	0	0	0	**29**
17:45	33	0	0	0	**33**	11	0	0	0	**11**
18:00	45	0	0	0	**45**	36	0	0	0	**36**
18:15	43	0	0	0	**43**	15	0	0	0	**15**
18:30	12	0	0	0	**12**	10	0	0	0	**10**
18:45	5	0	0	0	**5**	12	0	0	0	**12**
19:00	3	0	0	0	**3**	5	0	0	0	**5**
19:15	0	0	0	0	**0**	7	0	0	0	**7**
19:30	2	0	0	0	**2**	2	0	0	0	**2**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	3	**3**	1	0	0	0	**1**
20:15	0	0	1	2	**3**	2	1	0	0	**3**
20:30	0	0	0	3	**3**	1	0	0	0	**1**
20:45	0	0	0	0	**0**	1	0	0	0	**1**
21:00	0	0	0	0	**0**	2	0	0	0	**2**
21:15	0	0	0	2	**2**	0	0	0	0	**0**
21:30	0	0	1	1	**2**	1	0	0	0	**1**
21:45	0	0	0	4	**4**	0	0	0	0	**0**
22:00	0	0	0	2	**2**	5	1	0	0	**6**
22:15	0	0	0	1	**1**	10	0	0	0	**10**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
MIDDLE DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	10	**10**	15	0	0	0	**15**
22:45	0	0	0	2	**2**	7	0	0	0	**7**
23:00	0	0	0	3	**3**	27	0	0	0	**27**
23:15	0	0	0	9	**9**	9	0	0	0	**9**
23:30	0	0	1	4	**5**	9	0	0	0	**9**
23:45	0	0	0	3	**3**	3	0	0	0	**3**
	598	**4**	**3**	**49**	**654**	**635**	**5**	**0**	**0**	**640**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
EAST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	1	0	0	0	**1**
4:00	0	0	0	0	**0**	2	0	0	0	**2**
4:15	1	0	0	0	**1**	1	0	0	0	**1**
4:30	1	0	0	0	**1**	5	0	0	0	**5**
4:45	0	0	0	0	**0**	8	0	0	0	**8**
5:00	3	0	0	0	**3**	11	0	0	0	**11**
5:15	1	0	0	0	**1**	9	0	0	0	**9**
5:30	0	0	0	0	**0**	2	0	0	0	**2**
5:45	1	0	0	0	**1**	0	0	0	0	**0**
6:00	1	0	0	0	**1**	2	0	0	0	**2**
6:15	4	0	0	0	**4**	2	0	0	0	**2**
6:30	3	0	0	0	**3**	4	0	0	0	**4**
6:45	8	0	0	0	**8**	8	0	0	0	**8**
7:00	9	0	1	0	**10**	7	0	1	0	**8**
7:15	11	0	0	0	**11**	4	0	0	0	**4**
7:30	2	0	0	0	**2**	7	0	0	0	**7**
7:45	0	0	0	0	**0**	2	1	0	0	**3**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
EAST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	0	0	0	0	**0**
12:15	0	0	0	0	**0**	0	0	0	0	**0**
12:30	0	0	0	0	**0**	0	0	0	0	**0**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	1	0	0	0	**1**	1	0	0	0	**1**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	0	0	0	0	**0**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	1	0	0	0	**1**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	0	0	0	0	**0**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	1	0	0	0	**1**
15:15	0	0	0	0	**0**	0	0	0	0	**0**
15:30	0	0	0	0	**0**	0	0	0	0	**0**
15:45	0	0	0	0	**0**	1	0	0	0	**1**
16:00	0	0	0	0	**0**	1	0	0	0	**1**
16:15	0	0	0	0	**0**	1	0	0	0	**1**
16:30	1	0	0	0	**1**	3	0	0	0	**3**
16:45	1	0	1	0	**2**	1	0	0	0	**1**
17:00	1	0	0	0	**1**	7	0	0	0	**7**
17:15	5	0	0	0	**5**	4	0	1	0	**5**
17:30	4	0	0	0	**4**	16	0	0	0	**16**
17:45	10	0	1	0	**11**	8	0	1	0	**9**
18:00	7	0	0	0	**7**	48	0	0	0	**48**
18:15	8	0	0	0	**8**	16	0	0	0	**16**
18:30	0	0	0	0	**0**	1	0	0	0	**1**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
EAST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	84	**0**	**3**	**0**	**87**	**184**	**1**	**3**	**0**	**188**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
DRIVEWAY TOTALS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	1	**2**	2	0	0	0	**2**
0:15	1	0	0	0	**1**	3	0	0	0	**3**
0:30	0	1	1	0	**2**	0	0	0	0	**0**
0:45	0	0	0	1	**1**	2	0	0	0	**2**
1:00	0	0	0	1	**1**	5	1	0	0	**6**
1:15	0	0	0	1	**1**	1	1	0	0	**2**
1:30	0	0	0	0	**0**	2	1	0	0	**3**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	1	0	0	0	**1**	9	0	0	0	**9**
2:15	3	0	0	0	**3**	30	0	0	0	**30**
2:30	2	0	0	0	**2**	21	0	0	0	**21**
2:45	4	0	0	0	**4**	3	0	0	0	**3**
3:00	1	0	0	1	**2**	8	0	0	0	**8**
3:15	0	0	0	0	**0**	3	0	0	0	**3**
3:30	1	0	0	1	**2**	7	0	0	0	**7**
3:45	1	0	0	0	**1**	13	1	0	2	**16**
4:00	2	0	0	0	**2**	7	0	0	1	**8**
4:15	6	0	1	0	**7**	7	0	0	2	**9**
4:30	1	0	0	0	**1**	15	0	0	3	**18**
4:45	9	0	0	0	**9**	21	0	0	0	**21**
5:00	13	0	0	0	**13**	39	0	0	20	**59**
5:15	7	0	0	2	**9**	19	0	0	9	**28**
5:30	7	0	0	1	**8**	4	1	0	1	**6**
5:45	14	0	0	0	**14**	3	0	0	3	**6**
6:00	10	0	0	0	**10**	7	0	0	0	**7**
6:15	29	0	0	0	**29**	4	0	0	0	**4**
6:30	43	0	0	1	**44**	13	0	0	6	**19**
6:45	80	0	0	0	**80**	17	0	0	1	**18**
7:00	65	0	2	0	**67**	16	0	1	1	**18**
7:15	87	0	1	0	**88**	8	2	0	0	**10**
7:30	20	0	0	9	**29**	15	1	0	6	**22**
7:45	8	0	0	1	**9**	4	1	0	1	**6**
8:00	5	2	0	2	**9**	2	0	0	1	**3**
8:15	4	0	0	2	**6**	4	1	0	0	**5**
8:30	7	0	0	1	**8**	6	0	0	1	**7**
8:45	5	1	0	0	**6**	1	0	0	0	**1**
9:00	4	1	1	1	**7**	4	0	0	0	**4**
9:15	3	0	0	1	**4**	3	1	1	0	**5**
9:30	7	0	0	0	**7**	6	0	0	2	**8**
9:45	2	0	0	1	**3**	3	0	0	0	**3**
10:00	2	1	0	0	**3**	0	1	0	0	**1**
10:15	2	0	0	0	**2**	3	2	0	0	**5**
10:30	2	0	0	0	**2**	1	0	0	0	**1**
10:45	1	1	0	0	**2**	1	0	0	0	**1**
11:00	4	0	1	0	**5**	5	0	0	0	**5**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
DRIVEWAY TOTALS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	5	1	1	1	**8**	10	1	1	1	**13**
11:30	7	0	0	0	**7**	9	0	0	0	**9**
11:45	2	1	0	0	**3**	5	0	0	0	**5**
12:00	6	0	0	0	**6**	42	0	0	0	**42**
12:15	8	0	0	1	**9**	4	0	0	1	**5**
12:30	6	1	0	0	**7**	9	1	0	0	**10**
12:45	4	0	0	1	**5**	4	0	0	0	**4**
13:00	6	0	1	3	**10**	4	0	0	1	**5**
13:15	6	0	1	2	**9**	2	1	0	3	**6**
13:30	6	0	1	0	**7**	1	0	1	3	**5**
13:45	0	0	1	0	**1**	3	0	1	0	**4**
14:00	2	2	0	0	**4**	4	2	1	0	**7**
14:15	3	1	0	4	**8**	4	2	1	0	**7**
14:30	5	1	1	2	**9**	17	0	1	0	**18**
14:45	5	1	0	0	**6**	8	2	0	2	**12**
15:00	1	0	1	0	**2**	5	1	0	1	**7**
15:15	2	0	0	1	**3**	6	0	0	2	**8**
15:30	3	0	0	1	**4**	8	0	0	4	**12**
15:45	3	0	0	0	**3**	6	0	0	0	**6**
16:00	2	0	1	1	**4**	5	0	0	0	**5**
16:15	2	0	0	0	**2**	3	0	0	0	**3**
16:30	6	0	0	1	**7**	14	0	0	4	**18**
16:45	8	0	1	2	**11**	5	0	0	1	**6**
17:00	6	0	0	0	**6**	11	0	0	3	**14**
17:15	30	0	0	1	**31**	6	1	1	1	**9**
17:30	52	0	0	0	**52**	46	0	1	6	**53**
17:45	68	0	2	0	**70**	19	0	1	2	**22**
18:00	74	0	0	1	**75**	85	0	0	34	**119**
18:15	77	0	0	0	**77**	33	0	0	12	**45**
18:30	17	0	0	1	**18**	11	0	0	4	**15**
18:45	5	0	1	0	**6**	13	0	0	0	**13**
19:00	4	0	1	1	**6**	7	1	0	0	**8**
19:15	0	0	0	0	**0**	7	0	0	0	**7**
19:30	3	0	0	1	**4**	2	2	0	0	**4**
19:45	1	0	1	0	**2**	1	0	0	0	**1**
20:00	0	0	1	3	**4**	1	1	0	0	**2**
20:15	0	0	1	2	**3**	2	1	0	0	**3**
20:30	0	0	0	4	**4**	1	0	0	0	**1**
20:45	0	0	0	1	**1**	1	0	0	0	**1**
21:00	0	1	0	0	**1**	2	0	0	0	**2**
21:15	0	0	0	3	**3**	0	0	0	0	**0**
21:30	0	0	1	2	**3**	1	0	0	0	**1**
21:45	0	1	0	5	**6**	0	0	0	0	**0**
22:00	0	0	1	2	**3**	5	1	1	0	**7**
22:15	0	0	0	2	**2**	10	0	0	0	**10**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
DRIVEWAY TOTALS
9/20/2017
Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	0	0	10	**12**
22:45	0	0	0	2	**2**
23:00	1	0	0	4	**5**
23:15	0	0	0	9	**9**
23:30	0	0	1	4	**5**
23:45	0	0	0	3	**3**
	902	**17**	**26**	**109**	**1054**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	17	1	0	1	**19**
	7	0	0	4	**11**
	28	0	0	1	**29**
	9	0	0	1	**10**
	9	0	0	1	**10**
	3	0	0	0	**3**
	862	**32**	**12**	**153**	**1059**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
WEST DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	1	**1**
0:15	0	0	0	1	**1**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	1	**1**	0	0	0	0	**0**
1:00	0	0	1	0	**1**	0	0	1	0	**1**
1:15	0	0	1	2	**3**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	1	0	**1**
2:00	0	0	1	0	**1**	0	0	0	1	**1**
2:15	0	0	0	0	**0**	0	0	1	1	**2**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	1	0	**1**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	1	**1**	0	0	0	0	**0**
3:30	0	0	0	1	**1**	0	0	0	0	**0**
3:45	0	0	0	1	**1**	0	0	0	0	**0**
4:00	0	0	0	1	**1**	10	0	1	1	**12**
4:15	1	0	0	0	**1**	1	0	1	0	**2**
4:30	0	0	0	1	**1**	6	0	0	1	**7**
4:45	1	0	0	0	**1**	8	0	0	0	**8**
5:00	2	0	0	0	**2**	20	0	0	2	**22**
5:15	3	0	0	0	**3**	5	0	0	0	**5**
5:30	1	0	0	2	**3**	3	0	0	0	**3**
5:45	4	0	0	0	**4**	3	0	0	0	**3**
6:00	3	0	0	0	**3**	1	0	0	0	**1**
6:15	5	0	0	1	**6**	1	0	0	0	**1**
6:30	7	1	1	0	**9**	4	0	0	0	**4**
6:45	20	0	0	1	**21**	1	0	0	0	**1**
7:00	19	0	0	0	**19**	1	0	1	1	**3**
7:15	27	0	0	0	**27**	1	0	0	0	**1**
7:30	6	0	1	0	**7**	2	0	1	0	**3**
7:45	3	0	0	0	**3**	2	0	0	1	**3**
8:00	1	0	0	1	**2**	0	0	0	1	**1**
8:15	1	0	0	0	**1**	1	0	0	0	**1**
8:30	0	1	0	1	**2**	0	0	0	1	**1**
8:45	0	0	1	0	**1**	0	0	1	0	**1**
9:00	0	1	1	0	**2**	0	0	1	0	**1**
9:15	1	0	0	0	**1**	0	1	0	0	**1**
9:30	0	0	0	0	**0**	1	0	1	0	**2**
9:45	0	0	1	1	**2**	0	0	0	0	**0**
10:00	0	0	1	1	**2**	0	0	1	0	**1**
10:15	0	0	0	1	**1**	1	0	1	1	**3**
10:30	1	1	1	0	**3**	0	2	0	0	**2**
10:45	1	0	0	1	**2**	1	0	0	0	**1**
11:00	0	0	0	0	**0**	0	1	0	1	**2**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
WEST DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	1	0	0	0	**1**
11:30	1	0	0	1	**2**	0	0	0	1	**1**
11:45	1	0	0	0	**1**	1	0	0	1	**2**
12:00	1	0	0	0	**1**	0	0	0	2	**2**
12:15	1	0	0	1	**2**	2	0	0	1	**3**
12:30	0	0	0	1	**1**	1	0	0	0	**1**
12:45	0	0	0	1	**1**	0	0	2	0	**2**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	1	**1**	0	0	0	0	**0**
13:45	1	0	1	0	**2**	1	0	1	0	**2**
14:00	2	0	0	1	**3**	0	0	0	1	**1**
14:15	0	0	0	4	**4**	1	0	0	0	**1**
14:30	0	0	0	1	**1**	0	0	1	0	**1**
14:45	2	0	1	0	**3**	0	0	1	1	**2**
15:00	0	1	1	1	**3**	5	0	1	1	**7**
15:15	0	0	0	0	**0**	1	0	0	4	**5**
15:30	1	0	1	0	**2**	2	0	0	2	**4**
15:45	2	0	0	0	**2**	2	0	1	0	**3**
16:00	1	0	0	0	**1**	3	1	0	1	**5**
16:15	0	1	0	1	**2**	6	0	0	0	**6**
16:30	0	0	1	1	**2**	3	1	1	0	**5**
16:45	1	0	1	3	**5**	1	1	1	0	**3**
17:00	2	0	0	0	**2**	1	0	0	0	**1**
17:15	6	0	0	1	**7**	1	0	0	2	**3**
17:30	18	0	0	0	**18**	4	0	0	0	**4**
17:45	18	0	0	1	**19**	1	0	0	0	**1**
18:00	25	0	0	0	**25**	37	0	0	0	**37**
18:15	28	0	0	1	**29**	13	0	0	2	**15**
18:30	5	0	0	0	**5**	1	0	1	2	**4**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	1	0	0	0	**1**
19:15	1	0	0	1	**2**	0	0	0	0	**0**
19:30	0	0	0	2	**2**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	1	**1**	0	0	0	0	**0**
20:30	0	0	0	1	**1**	0	0	1	0	**1**
20:45	0	0	0	1	**1**	0	0	0	0	**0**
21:00	0	0	2	1	**3**	0	0	1	0	**1**
21:15	0	0	0	1	**1**	0	0	1	0	**1**
21:30	0	0	0	1	**1**	0	0	0	1	**1**
21:45	0	1	1	0	**2**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
WEST DRIVEWAY
9/21/2017
Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**
22:45	0	0	1	0	**1**
23:00	1	0	0	0	**1**
23:15	0	0	0	0	**0**
23:30	0	0	1	1	**2**
23:45	0	0	0	0	**0**
	225	**7**	**21**	**49**	**302**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	0	1	0	4	**5**
	0	0	0	2	**2**
	1	0	0	0	**1**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	3	**3**
	163	**8**	**26**	**44**	**241**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
MIDDLE DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	2	0	0	0	**2**	7	1	0	0	**8**
0:15	0	0	0	0	**0**	4	1	0	0	**5**
0:30	0	0	0	0	**0**	1	0	0	0	**1**
0:45	0	0	0	0	**0**	1	0	0	0	**1**
1:00	0	0	0	0	**0**	3	0	0	0	**3**
1:15	0	0	0	0	**0**	4	0	0	0	**4**
1:30	0	0	0	0	**0**	5	0	0	0	**5**
1:45	0	0	0	0	**0**	1	0	0	0	**1**
2:00	2	0	0	0	**2**	3	0	0	0	**3**
2:15	1	0	0	0	**1**	9	0	0	0	**9**
2:30	0	0	0	0	**0**	13	0	0	0	**13**
2:45	1	0	0	0	**1**	4	0	0	0	**4**
3:00	0	0	0	0	**0**	6	0	0	0	**6**
3:15	0	0	0	0	**0**	4	0	0	0	**4**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	2	0	0	0	**2**	6	0	0	0	**6**
4:00	1	0	0	0	**1**	5	0	0	0	**5**
4:15	3	0	0	0	**3**	7	0	0	0	**7**
4:30	5	0	0	0	**5**	29	0	0	0	**29**
4:45	4	0	0	0	**4**	5	0	0	0	**5**
5:00	7	0	0	0	**7**	40	0	0	0	**40**
5:15	8	1	0	0	**9**	24	0	0	0	**24**
5:30	7	0	0	0	**7**	2	0	0	0	**2**
5:45	9	0	0	0	**9**	5	0	0	0	**5**
6:00	9	0	0	0	**9**	1	0	0	0	**1**
6:15	22	0	0	0	**22**	6	0	0	0	**6**
6:30	27	0	0	0	**27**	6	0	0	0	**6**
6:45	40	0	0	0	**40**	4	1	0	0	**5**
7:00	36	0	0	0	**36**	6	0	0	0	**6**
7:15	47	0	0	0	**47**	4	0	0	0	**4**
7:30	11	0	0	0	**11**	9	0	0	0	**9**
7:45	6	0	0	0	**6**	1	0	0	0	**1**
8:00	6	1	0	0	**7**	2	0	0	0	**2**
8:15	6	0	0	0	**6**	1	0	0	0	**1**
8:30	6	0	0	0	**6**	2	0	0	0	**2**
8:45	8	0	0	0	**8**	1	0	0	0	**1**
9:00	4	0	0	0	**4**	5	0	0	0	**5**
9:15	9	0	0	0	**9**	2	0	0	0	**2**
9:30	2	0	0	0	**2**	2	0	0	0	**2**
9:45	4	1	0	0	**5**	1	0	0	0	**1**
10:00	0	0	0	0	**0**	1	0	0	0	**1**
10:15	2	0	0	0	**2**	2	0	0	0	**2**
10:30	0	0	0	0	**0**	3	0	0	0	**3**
10:45	2	0	0	0	**2**	2	0	0	0	**2**
11:00	3	0	0	0	**3**	2	2	0	0	**4**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
MIDDLE DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	3	0	0	0	**3**	8	0	0	0	**8**
11:30	8	0	0	0	**8**	6	0	0	0	**6**
11:45	5	0	0	0	**5**	1	0	0	0	**1**
12:00	7	0	0	0	**7**	26	0	0	0	**26**
12:15	19	0	0	0	**19**	7	0	0	0	**7**
12:30	6	0	0	0	**6**	10	0	0	0	**10**
12:45	2	0	0	0	**2**	3	0	0	0	**3**
13:00	4	0	0	0	**4**	5	0	0	0	**5**
13:15	1	0	0	0	**1**	3	0	0	0	**3**
13:30	4	0	0	0	**4**	6	0	0	0	**6**
13:45	5	0	0	0	**5**	1	0	0	0	**1**
14:00	2	0	0	0	**2**	6	0	0	0	**6**
14:15	1	0	0	0	**1**	1	0	0	0	**1**
14:30	4	0	0	0	**4**	13	0	0	0	**13**
14:45	2	0	0	0	**2**	1	0	0	0	**1**
15:00	1	0	0	0	**1**	1	0	0	0	**1**
15:15	0	0	0	0	**0**	4	0	0	0	**4**
15:30	1	0	0	0	**1**	5	0	0	0	**5**
15:45	4	0	0	0	**4**	4	0	0	0	**4**
16:00	2	0	0	0	**2**	6	0	0	0	**6**
16:15	1	0	0	0	**1**	8	0	0	0	**8**
16:30	2	0	0	0	**2**	8	0	0	0	**8**
16:45	6	0	0	0	**6**	0	0	0	0	**0**
17:00	7	0	0	0	**7**	9	0	0	0	**9**
17:15	21	0	0	0	**21**	3	0	0	0	**3**
17:30	38	0	0	0	**38**	26	0	0	0	**26**
17:45	42	0	0	0	**42**	12	0	0	0	**12**
18:00	52	0	0	0	**52**	38	0	0	0	**38**
18:15	56	0	0	0	**56**	23	0	0	0	**23**
18:30	10	0	0	0	**10**	20	0	0	0	**20**
18:45	4	0	0	0	**4**	2	0	0	0	**2**
19:00	2	0	0	0	**2**	6	1	0	0	**7**
19:15	0	0	0	0	**0**	8	0	0	0	**8**
19:30	0	0	0	0	**0**	4	0	0	0	**4**
19:45	1	0	0	0	**1**	1	0	0	0	**1**
20:00	3	0	0	0	**3**	1	0	0	0	**1**
20:15	2	1	0	0	**3**	2	1	0	0	**3**
20:30	3	0	0	0	**3**	1	0	0	0	**1**
20:45	0	0	0	0	**0**	1	0	0	0	**1**
21:00	0	0	0	0	**0**	2	0	0	0	**2**
21:15	3	0	0	0	**3**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	1	0	0	0	**1**
21:45	4	0	0	0	**4**	0	0	0	0	**0**
22:00	2	0	0	0	**2**	6	1	0	0	**7**
22:15	1	0	0	0	**1**	10	0	0	0	**10**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
MIDDLE DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	11	0	0	0	**11**	13	0	0	0	**13**
22:45	1	0	0	0	**1**	5	0	0	0	**5**
23:00	4	0	0	0	**4**	26	0	0	0	**26**
23:15	9	0	0	0	**9**	10	0	0	0	**10**
23:30	4	1	0	0	**5**	9	0	0	0	**9**
23:45	2	0	0	0	**2**	4	0	0	0	**4**
	674	**5**	**0**	**0**	**679**	**627**	**8**	**0**	**0**	**635**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
EAST DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	1	0	0	0	**1**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	6	0	0	0	**6**
4:15	0	1	0	0	**1**	1	1	0	0	**2**
4:30	0	1	0	0	**1**	0	1	0	0	**1**
4:45	3	0	0	0	**3**	8	0	0	0	**8**
5:00	0	0	0	0	**0**	13	0	0	0	**13**
5:15	2	0	0	0	**2**	15	0	0	0	**15**
5:30	0	0	0	0	**0**	2	0	0	0	**2**
5:45	2	0	0	0	**2**	3	0	0	0	**3**
6:00	0	0	0	0	**0**	1	0	0	0	**1**
6:15	1	1	0	0	**2**	0	0	0	0	**0**
6:30	3	0	0	0	**3**	1	1	0	0	**2**
6:45	4	0	0	0	**4**	1	0	0	0	**1**
7:00	8	0	0	0	**8**	3	0	0	0	**3**
7:15	13	0	0	0	**13**	4	0	0	0	**4**
7:30	7	0	0	0	**7**	5	0	0	0	**5**
7:45	1	0	0	0	**1**	2	0	0	0	**2**
8:00	0	0	0	0	**0**	2	0	0	0	**2**
8:15	0	0	0	0	**0**	1	0	0	0	**1**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	1	**1**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
EAST DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	0	0	0	0	**0**
12:00	2	0	0	0	**2**	2	0	0	0	**2**
12:15	0	0	0	0	**0**	0	0	0	0	**0**
12:30	0	0	0	0	**0**	0	0	0	0	**0**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	0	0	0	0	**0**
13:45	0	0	0	0	**0**	1	0	0	0	**1**
14:00	1	0	0	0	**1**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	0	0	0	0	**0**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	0	0	0	0	**0**
15:15	0	0	0	0	**0**	1	0	0	0	**1**
15:30	0	0	0	0	**0**	5	0	0	0	**5**
15:45	0	0	0	0	**0**	1	0	0	0	**1**
16:00	0	0	0	0	**0**	3	0	0	0	**3**
16:15	0	0	0	0	**0**	4	0	0	0	**4**
16:30	2	0	0	0	**2**	4	0	0	0	**4**
16:45	1	0	0	0	**1**	0	0	0	0	**0**
17:00	0	0	0	0	**0**	5	0	0	0	**5**
17:15	3	0	0	0	**3**	4	0	0	0	**4**
17:30	2	0	0	0	**2**	21	0	0	0	**21**
17:45	9	0	0	0	**9**	17	0	0	0	**17**
18:00	5	0	0	0	**5**	49	0	0	0	**49**
18:15	6	0	0	0	**6**	11	0	0	0	**11**
18:30	0	0	0	0	**0**	0	0	0	0	**0**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	1	0	0	0	**1**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	1	0	0	0	**1**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
EAST DRIVEWAY
9/21/2017
Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**
22:45	0	0	0	0	**0**
23:00	0	0	0	0	**0**
23:15	0	0	0	0	**0**
23:30	0	0	0	0	**0**
23:45	0	0	0	0	**0**
	77	**3**	**0**	**0**	**80**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	197	**3**	**0**	**1**	**201**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
DRIVEWAY TOTALS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	2	0	0	0	**2**	7	1	0	1	**9**
0:15	0	0	0	1	**1**	4	1	0	0	**5**
0:30	0	0	0	0	**0**	1	0	0	0	**1**
0:45	0	0	0	1	**1**	1	0	0	0	**1**
1:00	0	0	1	0	**1**	3	0	1	0	**4**
1:15	0	0	1	2	**3**	4	0	0	0	**4**
1:30	0	0	0	0	**0**	5	0	0	0	**5**
1:45	0	0	0	0	**0**	1	0	1	0	**2**
2:00	2	0	1	0	**3**	3	0	0	1	**4**
2:15	1	0	0	0	**1**	9	0	1	1	**11**
2:30	0	0	0	0	**0**	13	0	0	0	**13**
2:45	1	0	0	0	**1**	4	0	1	0	**5**
3:00	0	0	0	0	**0**	6	0	0	0	**6**
3:15	0	0	0	1	**1**	4	0	0	0	**4**
3:30	0	0	0	1	**1**	0	0	0	0	**0**
3:45	3	0	0	1	**4**	6	0	0	0	**6**
4:00	1	0	0	1	**2**	21	0	1	1	**23**
4:15	4	1	0	0	**5**	9	1	1	0	**11**
4:30	5	1	0	1	**7**	35	1	0	1	**37**
4:45	8	0	0	0	**8**	21	0	0	0	**21**
5:00	9	0	0	0	**9**	73	0	0	2	**75**
5:15	13	1	0	0	**14**	44	0	0	0	**44**
5:30	8	0	0	2	**10**	7	0	0	0	**7**
5:45	15	0	0	0	**15**	11	0	0	0	**11**
6:00	12	0	0	0	**12**	3	0	0	0	**3**
6:15	28	1	0	1	**30**	7	0	0	0	**7**
6:30	37	1	1	0	**39**	11	1	0	0	**12**
6:45	64	0	0	1	**65**	6	1	0	0	**7**
7:00	63	0	0	0	**63**	10	0	1	1	**12**
7:15	87	0	0	0	**87**	9	0	0	0	**9**
7:30	24	0	1	0	**25**	16	0	1	0	**17**
7:45	10	0	0	0	**10**	5	0	0	1	**6**
8:00	7	1	0	1	**9**	4	0	0	1	**5**
8:15	7	0	0	0	**7**	3	0	0	0	**3**
8:30	6	1	0	1	**8**	2	0	0	1	**3**
8:45	8	0	1	0	**9**	1	0	1	0	**2**
9:00	4	1	1	0	**6**	5	0	1	0	**6**
9:15	10	0	0	0	**10**	2	1	0	0	**3**
9:30	2	0	0	0	**2**	3	0	1	0	**4**
9:45	4	1	1	1	**7**	1	0	0	0	**1**
10:00	0	0	1	1	**2**	1	0	1	0	**2**
10:15	2	0	0	1	**3**	3	0	1	1	**5**
10:30	1	1	1	0	**3**	3	2	0	1	**6**
10:45	3	0	0	1	**4**	3	0	0	0	**3**
11:00	3	0	0	0	**3**	2	3	0	1	**6**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
DRIVEWAY TOTALS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	3	0	0	0	**3**	9	0	0	0	**9**
11:30	9	0	0	1	**10**	6	0	0	1	**7**
11:45	6	0	0	0	**6**	2	0	0	1	**3**
12:00	10	0	0	0	**10**	28	0	0	2	**30**
12:15	20	0	0	1	**21**	9	0	0	1	**10**
12:30	6	0	0	1	**7**	11	0	0	0	**11**
12:45	2	0	0	1	**3**	3	0	2	0	**5**
13:00	4	0	0	0	**4**	5	0	0	0	**5**
13:15	1	0	0	0	**1**	3	0	0	0	**3**
13:30	4	0	0	1	**5**	6	0	0	0	**6**
13:45	6	0	1	0	**7**	3	0	1	0	**4**
14:00	5	0	0	1	**6**	6	0	0	1	**7**
14:15	1	0	0	4	**5**	2	0	0	0	**2**
14:30	4	0	0	1	**5**	13	0	1	0	**14**
14:45	4	0	1	0	**5**	1	0	1	1	**3**
15:00	1	1	1	1	**4**	6	0	1	1	**8**
15:15	0	0	0	0	**0**	6	0	0	4	**10**
15:30	2	0	1	0	**3**	12	0	0	2	**14**
15:45	6	0	0	0	**6**	7	0	1	0	**8**
16:00	3	0	0	0	**3**	12	1	0	1	**14**
16:15	1	1	0	1	**3**	18	0	0	0	**18**
16:30	4	0	1	1	**6**	15	1	1	0	**17**
16:45	8	0	1	3	**12**	1	1	1	0	**3**
17:00	9	0	0	0	**9**	15	0	0	0	**15**
17:15	30	0	0	1	**31**	8	0	0	2	**10**
17:30	58	0	0	0	**58**	51	0	0	0	**51**
17:45	69	0	0	1	**70**	30	0	0	0	**30**
18:00	82	0	0	0	**82**	124	0	0	0	**124**
18:15	90	0	0	1	**91**	47	0	0	2	**49**
18:30	15	0	0	0	**15**	21	0	1	2	**24**
18:45	4	0	0	0	**4**	2	0	0	0	**2**
19:00	2	0	0	0	**2**	7	1	0	0	**8**
19:15	1	0	0	1	**2**	8	0	0	0	**8**
19:30	0	0	0	2	**2**	4	0	0	0	**4**
19:45	1	0	0	0	**1**	1	0	0	0	**1**
20:00	3	0	0	0	**3**	1	0	0	0	**1**
20:15	3	1	0	1	**5**	2	1	0	0	**3**
20:30	3	0	0	1	**4**	2	0	1	0	**3**
20:45	0	0	0	1	**1**	1	0	0	0	**1**
21:00	0	0	2	1	**3**	2	0	1	0	**3**
21:15	3	0	0	1	**4**	0	0	1	0	**1**
21:30	0	0	0	1	**1**	1	0	0	1	**2**
21:45	4	1	1	0	**6**	0	0	0	0	**0**
22:00	2	0	0	0	**2**	6	1	0	0	**7**
22:15	1	0	0	0	**1**	10	0	0	0	**10**

City of San Bernardino
Driveway Counts
555 E. Orange Show Road, San Bernardino, CA
DRIVEWAY TOTALS
9/21/2017
Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	11	0	0	0	**11**
22:45	1	0	1	0	**2**
23:00	5	0	0	0	**5**
23:15	9	0	0	0	**9**
23:30	4	1	1	1	**7**
23:45	2	0	0	0	**2**
	976	**15**	**21**	**49**	**1061**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	13	1	0	4	**18**
22:45	5	0	0	2	**7**
23:00	27	0	0	0	**27**
23:15	10	0	0	0	**10**
23:30	9	0	0	0	**9**
23:45	4	0	0	3	**7**
	987	**19**	**26**	**45**	**1077**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 1
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	0	**1**	1	0	0	0	**1**
0:15	2	0	0	0	**2**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	1	0	0	0	**1**
1:00	0	1	0	0	**1**	2	0	0	0	**2**
1:15	0	0	0	0	**0**	1	0	0	0	**1**
1:30	0	0	0	0	**0**	3	0	0	0	**3**
1:45	1	0	0	0	**1**	0	0	0	0	**0**
2:00	1	0	0	0	**1**	2	0	0	0	**2**
2:15	1	0	0	0	**1**	2	0	0	0	**2**
2:30	0	0	0	0	**0**	2	0	0	0	**2**
2:45	4	0	0	0	**4**	0	0	0	0	**0**
3:00	2	0	0	0	**2**	5	0	0	0	**5**
3:15	0	0	0	0	**0**	1	0	0	0	**1**
3:30	0	0	0	0	**0**	59	0	0	0	**59**
3:45	3	0	0	0	**3**	29	0	0	0	**29**
4:00	2	1	0	0	**3**	8	0	0	0	**8**
4:15	4	0	0	0	**4**	7	0	0	0	**7**
4:30	5	0	0	0	**5**	10	0	0	0	**10**
4:45	13	0	0	0	**13**	3	0	0	0	**3**
5:00	23	0	0	0	**23**	25	0	0	0	**25**
5:15	38	0	0	0	**38**	2	0	0	0	**2**
5:30	103	0	0	0	**103**	0	0	0	0	**0**
5:45	106	0	0	0	**106**	0	0	0	0	**0**
6:00	22	0	0	0	**22**	2	0	0	0	**2**
6:15	18	0	0	0	**18**	1	0	0	0	**1**
6:30	44	0	0	0	**44**	0	0	0	0	**0**
6:45	47	0	0	0	**47**	1	0	0	0	**1**
7:00	28	0	0	0	**28**	3	0	0	0	**3**
7:15	29	0	0	0	**29**	2	0	0	0	**2**
7:30	13	0	0	0	**13**	3	0	0	0	**3**
7:45	9	0	0	0	**9**	0	0	0	0	**0**
8:00	3	0	0	0	**3**	1	0	0	0	**1**
8:15	9	0	0	0	**9**	6	0	0	0	**6**
8:30	6	0	0	0	**6**	1	0	0	0	**1**
8:45	12	0	0	0	**12**	1	0	0	0	**1**
9:00	4	0	0	0	**4**	0	0	0	0	**0**
9:15	2	0	0	0	**2**	1	0	0	0	**1**
9:30	4	0	0	0	**4**	1	0	0	0	**1**
9:45	1	0	0	0	**1**	0	0	0	0	**0**
10:00	5	0	0	0	**5**	1	0	0	0	**1**
10:15	0	0	0	0	**0**	2	0	0	0	**2**
10:30	2	0	0	0	**2**	3	0	0	0	**3**
10:45	2	0	0	0	**2**	3	0	0	0	**3**
11:00	5	0	0	0	**5**	3	0	0	0	**3**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 1
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	6	0	0	0	**6**	2	0	0	0	**2**
11:30	2	0	0	0	**2**	4	0	0	0	**4**
11:45	6	0	0	0	**6**	4	0	0	0	**4**
12:00	4	0	0	0	**4**	1	0	0	0	**1**
12:15	5	0	0	0	**5**	3	0	1	0	**4**
12:30	7	0	0	0	**7**	3	0	0	0	**3**
12:45	3	0	0	0	**3**	2	0	0	0	**2**
13:00	2	0	0	0	**2**	2	0	0	0	**2**
13:15	3	0	0	0	**3**	0	0	0	0	**0**
13:30	7	0	0	0	**7**	1	0	0	0	**1**
13:45	2	0	0	0	**2**	0	0	0	0	**0**
14:00	2	0	0	0	**2**	1	0	0	0	**1**
14:15	3	0	0	0	**3**	0	0	0	0	**0**
14:30	1	0	0	0	**1**	6	0	0	0	**6**
14:45	4	0	0	0	**4**	2	0	0	0	**2**
15:00	6	0	0	0	**6**	3	0	0	0	**3**
15:15	1	0	0	0	**1**	3	0	0	0	**3**
15:30	14	0	0	0	**14**	2	0	0	0	**2**
15:45	17	0	0	0	**17**	3	0	0	0	**3**
16:00	26	0	0	0	**26**	5	0	0	0	**5**
16:15	33	0	0	0	**33**	3	0	0	0	**3**
16:30	67	0	0	0	**67**	29	0	0	0	**29**
16:45	50	0	0	0	**50**	13	0	0	0	**13**
17:00	17	0	0	0	**17**	8	0	0	0	**8**
17:15	21	0	0	0	**21**	2	0	0	0	**2**
17:30	44	0	0	0	**44**	9	0	0	0	**9**
17:45	48	0	0	0	**48**	2	0	0	0	**2**
18:00	51	0	0	0	**51**	8	0	0	0	**8**
18:15	32	0	0	0	**32**	8	0	0	0	**8**
18:30	4	0	0	0	**4**	3	0	0	0	**3**
18:45	3	0	0	0	**3**	1	0	0	0	**1**
19:00	1	0	0	0	**1**	0	0	0	0	**0**
19:15	3	0	0	0	**3**	2	0	0	0	**2**
19:30	8	0	0	0	**8**	1	0	0	0	**1**
19:45	2	0	0	0	**2**	1	0	0	0	**1**
20:00	1	0	0	0	**1**	0	0	0	0	**0**
20:15	2	0	0	0	**2**	0	0	0	0	**0**
20:30	0	0	1	0	**1**	0	0	0	0	**0**
20:45	4	0	0	0	**4**	0	0	0	0	**0**
21:00	4	0	0	0	**4**	3	0	0	0	**3**
21:15	0	0	0	0	**0**	3	0	0	0	**3**
21:30	8	0	0	0	**8**	1	0	0	0	**1**
21:45	6	0	0	0	**6**	1	0	0	0	**1**
22:00	3	0	0	0	**3**	0	0	0	0	**0**
22:15	1	0	0	0	**1**	4	0	0	0	**4**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 1
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	0	0	0	**2**	6	0	0	0	**6**
22:45	5	0	0	0	**5**	1	0	0	0	**1**
23:00	5	0	0	0	**5**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	1	0	0	0	**1**
23:30	3	0	0	0	**3**	6	0	0	0	**6**
23:45	0	0	0	0	**0**	2	0	0	0	**2**
	1123	**2**	**1**	**0**	**1126**	**363**	**0**	**1**	**0**	**364**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 2
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	0	**1**	2	0	0	0	**2**
0:15	0	0	0	0	**0**	3	0	0	0	**3**
0:30	0	0	0	0	**0**	2	0	0	0	**2**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	1	0	0	0	**1**	3	0	0	0	**3**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	3	0	0	0	**3**
2:15	1	0	0	0	**1**	3	0	0	0	**3**
2:30	1	0	0	0	**1**	5	0	0	0	**5**
2:45	1	0	0	0	**1**	3	0	0	0	**3**
3:00	0	0	0	0	**0**	4	0	0	0	**4**
3:15	2	0	0	0	**2**	1	0	0	0	**1**
3:30	0	0	0	0	**0**	53	0	0	0	**53**
3:45	0	0	0	0	**0**	26	0	0	0	**26**
4:00	1	0	0	0	**1**	6	0	0	0	**6**
4:15	2	0	0	0	**2**	12	0	0	0	**12**
4:30	7	0	0	0	**7**	51	0	0	0	**51**
4:45	7	1	0	0	**8**	11	0	0	0	**11**
5:00	11	0	0	0	**11**	61	0	0	0	**61**
5:15	3	0	0	0	**3**	19	0	0	0	**19**
5:30	11	0	0	0	**11**	14	0	0	0	**14**
5:45	20	0	0	0	**20**	5	0	0	0	**5**
6:00	6	0	0	0	**6**	11	0	0	0	**11**
6:15	22	0	0	0	**22**	7	0	0	0	**7**
6:30	36	0	0	0	**36**	8	0	0	0	**8**
6:45	71	0	0	0	**71**	13	0	0	0	**13**
7:00	23	0	0	0	**23**	10	0	0	0	**10**
7:15	23	0	0	0	**23**	10	0	0	0	**10**
7:30	3	0	0	0	**3**	7	0	0	0	**7**
7:45	4	0	0	0	**4**	2	0	0	0	**2**
8:00	0	0	0	0	**0**	2	0	0	0	**2**
8:15	3	0	0	0	**3**	3	0	0	0	**3**
8:30	3	0	0	0	**3**	2	0	0	0	**2**
8:45	6	0	0	0	**6**	3	0	0	0	**3**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	1	0	0	0	**1**	2	0	0	0	**2**
9:30	2	0	0	0	**2**	1	0	0	0	**1**
9:45	1	0	0	0	**1**	1	0	0	0	**1**
10:00	1	0	0	0	**1**	2	0	0	0	**2**
10:15	3	0	0	0	**3**	2	0	0	0	**2**
10:30	0	0	0	0	**0**	1	0	0	0	**1**
10:45	2	0	0	0	**2**	4	0	0	0	**4**
11:00	0	0	0	0	**0**	2	0	0	0	**2**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 2
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	0	0	0	**1**	2	0	0	0	**2**
11:30	1	0	0	0	**1**	5	0	0	0	**5**
11:45	3	0	0	0	**3**	10	0	0	0	**10**
12:00	4	0	0	0	**4**	2	0	0	0	**2**
12:15	1	1	0	0	**2**	4	0	0	0	**4**
12:30	1	0	0	0	**1**	3	0	0	0	**3**
12:45	1	0	0	0	**1**	3	0	0	0	**3**
13:00	1	0	0	0	**1**	2	1	0	0	**3**
13:15	3	0	0	0	**3**	1	0	0	0	**1**
13:30	0	0	0	0	**0**	6	1	0	0	**7**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	6	0	0	0	**6**
14:15	0	1	0	0	**1**	1	1	0	0	**2**
14:30	0	0	0	0	**0**	6	0	0	0	**6**
14:45	2	0	0	0	**2**	4	0	0	0	**4**
15:00	0	0	0	0	**0**	6	0	0	0	**6**
15:15	2	0	0	0	**2**	4	0	0	0	**4**
15:30	1	0	0	0	**1**	8	0	0	0	**8**
15:45	3	0	0	0	**3**	6	0	0	0	**6**
16:00	2	0	0	0	**2**	9	0	0	0	**9**
16:15	10	0	0	0	**10**	7	0	0	0	**7**
16:30	20	0	0	0	**20**	67	0	0	0	**67**
16:45	13	0	0	0	**13**	23	0	0	0	**23**
17:00	4	0	0	0	**4**	14	0	0	0	**14**
17:15	18	0	0	0	**18**	21	0	0	0	**21**
17:30	30	0	0	0	**30**	59	0	0	0	**59**
17:45	48	0	0	0	**48**	34	0	0	0	**34**
18:00	43	0	0	0	**43**	44	0	0	0	**44**
18:15	15	0	0	0	**15**	22	0	0	0	**22**
18:30	3	0	0	0	**3**	8	0	0	0	**8**
18:45	1	0	0	0	**1**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	1	0	0	0	**1**
19:15	1	0	0	0	**1**	5	0	0	0	**5**
19:30	2	0	0	0	**2**	1	0	0	0	**1**
19:45	0	0	0	0	**0**	2	0	0	0	**2**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	1	0	0	0	**1**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	1	0	0	0	**1**
20:45	1	0	0	0	**1**	2	0	0	0	**2**
21:00	1	0	0	0	**1**	5	0	0	0	**5**
21:15	3	0	0	0	**3**	1	0	0	0	**1**
21:30	0	0	0	0	**0**	1	0	0	0	**1**
21:45	2	0	0	0	**2**	0	0	0	0	**0**
22:00	1	0	0	0	**1**	2	0	0	0	**2**
22:15	1	0	0	0	**1**	5	0	0	0	**5**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 2
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	1	0	0	0	**1**	9	0	0	0	**9**
22:45	1	0	0	0	**1**	4	0	0	0	**4**
23:00	1	0	0	0	**1**	7	0	0	0	**7**
23:15	1	0	0	0	**1**	4	0	0	0	**4**
23:30	0	0	0	0	**0**	3	0	0	0	**3**
23:45	0	0	0	0	**0**	2	0	0	0	**2**
	527	**3**	**0**	**0**	530	**822**	**3**	**0**	**0**	825

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 3
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	1	0	0	0	**1**
1:15	0	0	0	0	**0**	1	0	0	0	**1**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	1	0	0	0	**1**
2:15	0	0	0	0	**0**	1	0	0	0	**1**
2:30	0	0	0	0	**0**	1	0	0	0	**1**
2:45	1	0	0	0	**1**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	3	0	0	0	**3**
3:15	1	0	0	0	**1**	0	1	0	0	**1**
3:30	0	0	0	0	**0**	13	0	0	0	**13**
3:45	0	0	0	0	**0**	8	0	0	0	**8**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	1	0	0	0	**1**	4	0	0	0	**4**
4:30	0	0	0	0	**0**	45	0	0	0	**45**
4:45	4	0	0	0	**4**	7	0	0	0	**7**
5:00	6	0	0	0	**6**	77	0	0	0	**77**
5:15	1	0	0	0	**1**	12	0	0	0	**12**
5:30	1	0	0	0	**1**	3	0	0	0	**3**
5:45	3	0	0	0	**3**	2	0	0	0	**2**
6:00	5	0	0	0	**5**	2	0	0	0	**2**
6:15	13	0	0	0	**13**	4	0	0	0	**4**
6:30	33	0	0	0	**33**	5	0	0	0	**5**
6:45	47	0	0	0	**47**	1	0	0	0	**1**
7:00	17	0	0	0	**17**	7	0	0	0	**7**
7:15	21	0	0	0	**21**	8	0	0	0	**8**
7:30	9	0	0	0	**9**	3	0	0	0	**3**
7:45	1	0	0	0	**1**	0	0	0	0	**0**
8:00	1	0	0	0	**1**	0	0	0	0	**0**
8:15	3	0	0	0	**3**	0	0	0	0	**0**
8:30	1	0	0	0	**1**	0	0	0	0	**0**
8:45	2	0	0	0	**2**	2	0	0	0	**2**
9:00	1	0	0	0	**1**	0	0	0	0	**0**
9:15	1	0	0	0	**1**	1	0	0	0	**1**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	3	0	0	0	**3**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	1	0	0	0	**1**
10:15	2	0	0	0	**2**	2	0	0	0	**2**
10:30	0	0	0	0	**0**	1	0	0	0	**1**
10:45	1	0	0	0	**1**	0	0	0	0	**0**
11:00	4	0	0	0	**4**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 3
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	3	0	0	0	**3**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	2	0	0	0	**2**
11:45	1	0	0	0	**1**	5	0	0	0	**5**
12:00	1	0	0	0	**1**	0	0	0	0	**0**
12:15	0	0	0	0	**0**	5	0	0	0	**5**
12:30	4	0	0	0	**4**	0	0	0	0	**0**
12:45	2	0	0	0	**2**	0	0	0	0	**0**
13:00	1	0	0	0	**1**	1	0	0	0	**1**
13:15	1	0	0	0	**1**	1	0	0	0	**1**
13:30	1	0	0	0	**1**	5	0	0	0	**5**
13:45	1	0	0	0	**1**	1	0	0	0	**1**
14:00	0	0	0	0	**0**	2	0	0	0	**2**
14:15	0	0	0	0	**0**	1	0	0	0	**1**
14:30	1	0	0	0	**1**	1	0	0	0	**1**
14:45	1	0	0	0	**1**	3	1	0	0	**4**
15:00	2	0	0	0	**2**	1	0	0	0	**1**
15:15	0	0	0	0	**0**	2	0	0	0	**2**
15:30	0	0	0	0	**0**	2	0	0	0	**2**
15:45	3	0	0	0	**3**	1	0	0	0	**1**
16:00	2	0	0	0	**2**	1	0	0	0	**1**
16:15	3	0	0	0	**3**	0	0	0	0	**0**
16:30	3	0	0	0	**3**	37	0	0	0	**37**
16:45	1	0	0	0	**1**	6	0	0	0	**6**
17:00	1	0	0	0	**1**	2	0	0	0	**2**
17:15	7	0	0	0	**7**	13	0	0	0	**13**
17:30	22	0	0	0	**22**	47	0	0	0	**47**
17:45	38	0	0	0	**38**	14	0	0	0	**14**
18:00	19	0	0	0	**19**	46	0	0	0	**46**
18:15	20	0	0	0	**20**	19	0	0	0	**19**
18:30	2	0	0	0	**2**	8	0	0	0	**8**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	2	0	0	0	**2**
19:15	0	0	0	0	**0**	2	0	0	0	**2**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	1	0	0	0	**1**
20:00	2	0	0	0	**2**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	1	0	0	0	**1**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	1	0	0	0	**1**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	2	0	0	0	**2**	1	0	0	0	**1**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	1	0	0	0	**1**	6	0	0	0	**6**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 3
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	2	0	0	0	**2**
22:45	2	0	0	0	**2**	1	0	0	0	**1**
23:00	1	0	0	0	**1**	1	0	0	0	**1**
23:15	0	0	0	0	**0**	1	0	0	0	**1**
23:30	2	0	0	0	**2**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	333	**0**	**0**	**0**	**333**	**461**	**2**	**0**	**0**	**463**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 4
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	1	0	0	0	**1**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	1	0	0	0	**1**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	1	0	0	0	**1**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	3	1	0	0	**4**
2:45	1	0	0	0	**1**	1	0	0	0	**1**
3:00	0	0	0	0	**0**	3	0	0	0	**3**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	2	0	0	0	**2**	9	0	0	0	**9**
3:45	0	0	0	0	**0**	9	0	0	0	**9**
4:00	0	0	0	0	**0**	7	0	0	0	**7**
4:15	1	0	0	0	**1**	9	0	0	0	**9**
4:30	1	0	0	0	**1**	47	0	0	0	**47**
4:45	0	0	0	0	**0**	13	0	0	0	**13**
5:00	0	0	0	0	**0**	81	0	0	0	**81**
5:15	3	0	0	0	**3**	26	0	0	0	**26**
5:30	1	0	0	0	**1**	10	0	0	0	**10**
5:45	1	0	0	0	**1**	2	0	0	0	**2**
6:00	3	0	0	0	**3**	4	0	0	0	**4**
6:15	7	0	0	0	**7**	6	0	0	0	**6**
6:30	20	0	0	0	**20**	7	0	0	0	**7**
6:45	41	0	0	0	**41**	6	0	0	0	**6**
7:00	48	0	0	0	**48**	11	0	0	0	**11**
7:15	98	0	0	0	**98**	17	0	0	0	**17**
7:30	23	0	0	0	**23**	5	0	0	0	**5**
7:45	7	0	0	0	**7**	5	0	0	0	**5**
8:00	2	0	0	0	**2**	2	0	0	0	**2**
8:15	4	0	0	0	**4**	2	0	0	0	**2**
8:30	2	0	0	0	**2**	2	0	0	0	**2**
8:45	2	0	0	0	**2**	2	0	0	0	**2**
9:00	2	0	0	0	**2**	4	0	0	0	**4**
9:15	0	0	0	0	**0**	1	0	0	0	**1**
9:30	1	0	0	0	**1**	0	0	0	0	**0**
9:45	1	0	0	0	**1**	4	0	0	0	**4**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	1	0	0	0	**1**
10:30	0	0	0	0	**0**	1	0	0	0	**1**
10:45	0	0	0	0	**0**	2	0	0	0	**2**
11:00	3	0	0	0	**3**	1	0	0	0	**1**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 4
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	4	0	1	0	**5**
11:30	1	0	0	0	**1**	7	0	0	0	**7**
11:45	3	0	0	0	**3**	8	0	0	0	**8**
12:00	2	0	0	0	**2**	2	0	0	0	**2**
12:15	1	0	0	0	**1**	7	1	0	0	**8**
12:30	5	0	0	0	**5**	11	0	0	0	**11**
12:45	3	0	0	0	**3**	7	0	0	0	**7**
13:00	2	0	0	0	**2**	5	0	0	0	**5**
13:15	1	0	0	0	**1**	2	0	0	0	**2**
13:30	1	0	0	0	**1**	6	0	0	0	**6**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	1	0	0	0	**1**	2	0	0	0	**2**
14:15	0	0	0	0	**0**	1	0	0	0	**1**
14:30	0	0	0	0	**0**	3	0	0	0	**3**
14:45	0	0	0	0	**0**	3	0	0	0	**3**
15:00	0	0	0	0	**0**	6	0	0	0	**6**
15:15	1	0	0	0	**1**	4	0	0	0	**4**
15:30	0	0	0	0	**0**	12	0	0	0	**12**
15:45	2	0	0	0	**2**	6	1	0	0	**7**
16:00	1	0	0	0	**1**	9	0	0	0	**9**
16:15	1	0	0	0	**1**	7	0	0	0	**7**
16:30	3	0	0	0	**3**	23	0	0	0	**23**
16:45	3	0	0	0	**3**	15	0	0	0	**15**
17:00	3	0	0	0	**3**	16	0	0	0	**16**
17:15	7	0	0	0	**7**	19	0	0	0	**19**
17:30	14	0	0	0	**14**	78	0	0	0	**78**
17:45	23	0	0	0	**23**	29	0	0	0	**29**
18:00	14	0	0	0	**14**	113	0	0	0	**113**
18:15	18	0	0	0	**18**	59	0	0	0	**59**
18:30	2	0	0	0	**2**	25	0	0	0	**25**
18:45	1	0	0	0	**1**	16	0	0	0	**16**
19:00	1	0	0	0	**1**	9	0	0	0	**9**
19:15	0	0	0	0	**0**	4	0	0	0	**4**
19:30	0	0	0	0	**0**	3	0	0	0	**3**
19:45	0	0	0	0	**0**	3	0	0	0	**3**
20:00	0	0	0	0	**0**	1	0	0	0	**1**
20:15	0	0	0	0	**0**	2	0	0	0	**2**
20:30	0	0	0	0	**0**	3	0	0	0	**3**
20:45	2	0	0	0	**2**	4	0	0	0	**4**
21:00	0	0	0	0	**0**	1	0	0	0	**1**
21:15	0	0	0	0	**0**	1	0	0	0	**1**
21:30	1	0	0	0	**1**	2	0	0	0	**2**
21:45	1	0	0	0	**1**	2	1	0	0	**3**
22:00	1	0	0	0	**1**	4	0	0	0	**4**
22:15	1	0	0	0	**1**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 4
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	6	0	0	0	**6**
22:45	0	0	0	0	**0**	1	0	0	0	**1**
23:00	1	0	0	0	**1**	0	0	0	0	**0**
23:15	1	0	0	0	**1**	6	0	0	0	**6**
23:30	2	0	0	0	**2**	1	0	0	0	**1**
23:45	1	0	0	0	**1**	2	0	0	0	**2**
	399	**0**	**0**	**0**	**399**	**866**	**4**	**1**	**0**	**871**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 5
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	1	0	0	0	**1**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	1	0	0	0	**1**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	1	0	0	0	**1**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	2	0	0	0	**2**	2	0	0	0	**2**
3:45	0	0	0	0	**0**	2	0	0	0	**2**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	1	0	0	0	**1**	3	0	0	0	**3**
4:30	4	0	0	0	**4**	5	0	0	0	**5**
4:45	2	0	0	0	**2**	2	0	0	0	**2**
5:00	7	0	0	0	**7**	10	0	0	0	**10**
5:15	5	0	0	0	**5**	5	0	0	0	**5**
5:30	12	0	0	0	**12**	2	0	0	0	**2**
5:45	19	0	0	0	**19**	0	0	0	0	**0**
6:00	8	0	0	0	**8**	5	0	0	0	**5**
6:15	7	0	0	0	**7**	0	0	0	0	**0**
6:30	21	0	0	0	**21**	2	0	0	0	**2**
6:45	40	0	0	0	**40**	1	0	0	0	**1**
7:00	29	0	0	0	**29**	3	0	0	0	**3**
7:15	27	0	0	0	**27**	0	0	0	0	**0**
7:30	9	0	0	0	**9**	0	0	0	0	**0**
7:45	1	0	0	0	**1**	1	0	0	0	**1**
8:00	1	0	0	0	**1**	0	0	0	0	**0**
8:15	4	0	0	0	**4**	1	0	0	0	**1**
8:30	1	0	0	0	**1**	1	0	0	0	**1**
8:45	5	0	0	0	**5**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	3	0	0	0	**3**	0	0	0	0	**0**
9:30	1	0	0	0	**1**	0	0	0	0	**0**
9:45	1	0	0	0	**1**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	1	0	0	0	**1**	0	0	0	0	**0**
10:30	4	0	0	0	**4**	2	0	0	0	**2**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 5
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	4	1	0	0	**5**	0	0	0	0	**0**
11:30	1	0	0	0	**1**	0	0	0	0	**0**
11:45	1	0	0	0	**1**	6	0	0	0	**6**
12:00	2	0	0	0	**2**	1	0	0	0	**1**
12:15	2	1	0	0	**3**	5	0	0	0	**5**
12:30	5	0	0	0	**5**	1	0	0	0	**1**
12:45	0	0	0	0	**0**	1	0	0	0	**1**
13:00	1	0	0	0	**1**	1	0	0	0	**1**
13:15	2	0	0	0	**2**	0	0	0	0	**0**
13:30	1	0	0	0	**1**	0	0	0	0	**0**
13:45	1	0	0	0	**1**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	1	0	0	0	**1**
14:15	2	0	0	0	**2**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	0	0	0	0	**0**
14:45	0	0	0	0	**0**	1	0	0	0	**1**
15:00	0	0	0	0	**0**	1	0	0	0	**1**
15:15	3	0	0	0	**3**	0	0	0	0	**0**
15:30	1	0	0	0	**1**	1	0	0	0	**1**
15:45	1	0	0	0	**1**	1	0	0	0	**1**
16:00	7	0	0	0	**7**	1	0	0	0	**1**
16:15	5	0	0	0	**5**	0	0	0	0	**0**
16:30	19	0	0	0	**19**	7	0	0	0	**7**
16:45	20	0	0	0	**20**	7	0	0	0	**7**
17:00	9	0	0	0	**9**	3	0	0	0	**3**
17:15	17	0	0	0	**17**	0	0	0	0	**0**
17:30	17	0	0	0	**17**	9	0	0	0	**9**
17:45	43	0	0	0	**43**	8	0	0	0	**8**
18:00	35	0	0	0	**35**	17	0	0	0	**17**
18:15	37	0	0	0	**37**	7	0	0	0	**7**
18:30	4	0	0	0	**4**	3	0	0	0	**3**
18:45	2	0	0	0	**2**	1	0	0	0	**1**
19:00	3	0	0	0	**3**	0	0	0	0	**0**
19:15	2	0	0	0	**2**	0	0	0	0	**0**
19:30	1	0	0	0	**1**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	1	0	0	0	**1**
20:15	3	0	0	0	**3**	1	0	0	0	**1**
20:30	1	0	0	0	**1**	1	0	0	0	**1**
20:45	1	0	0	0	**1**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	1	0	0	0	**1**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	3	0	0	0	**3**	0	0	0	0	**0**
22:00	1	0	0	0	**1**	0	0	0	0	**0**
22:15	3	0	0	0	**3**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 5
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	0	0	0	**2**	1	0	0	0	**1**
22:45	1	0	0	0	**1**	0	0	0	0	**0**
23:00	3	0	0	0	**3**	0	0	0	0	**0**
23:15	1	0	0	0	**1**	1	0	0	0	**1**
23:30	2	0	0	0	**2**	0	0	0	0	**0**
23:45	2	0	0	0	**2**	0	0	0	0	**0**
	489	**2**	**0**	**0**	**491**	**136**	**0**	**0**	**0**	**136**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 6
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	1	0	0	0	**1**
1:00	0	0	0	0	**0**	1	0	0	0	**1**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	1	0	0	0	**1**
2:30	0	0	0	0	**0**	1	0	0	0	**1**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	3	0	0	0	**3**
3:45	0	0	0	0	**0**	1	0	0	0	**1**
4:00	1	0	0	0	**1**	1	0	0	0	**1**
4:15	0	0	0	0	**0**	2	0	0	0	**2**
4:30	0	0	0	0	**0**	12	0	0	0	**12**
4:45	0	0	0	0	**0**	5	0	0	0	**5**
5:00	0	0	0	0	**0**	24	0	0	0	**24**
5:15	0	0	0	0	**0**	28	0	0	0	**28**
5:30	3	0	0	0	**3**	4	0	0	0	**4**
5:45	2	0	0	0	**2**	1	0	0	0	**1**
6:00	1	0	0	0	**1**	1	0	0	0	**1**
6:15	2	0	0	0	**2**	1	0	0	0	**1**
6:30	6	0	0	0	**6**	3	0	0	0	**3**
6:45	5	0	0	0	**5**	1	0	0	0	**1**
7:00	20	0	0	0	**20**	4	0	0	0	**4**
7:15	46	0	0	0	**46**	2	0	0	0	**2**
7:30	8	0	0	0	**8**	2	0	0	0	**2**
7:45	3	0	0	0	**3**	0	0	0	0	**0**
8:00	3	0	0	0	**3**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	1	0	0	0	**1**
8:30	1	0	0	0	**1**	0	0	0	0	**0**
8:45	2	0	0	0	**2**	0	0	0	0	**0**
9:00	1	0	0	0	**1**	0	0	0	0	**0**
9:15	1	0	0	0	**1**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	1	0	0	0	**1**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	2	0	0	0	**2**
10:30	1	0	0	0	**1**	0	0	0	0	**0**
10:45	1	0	0	0	**1**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 6
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	0	0	0	**1**	1	0	0	0	**1**
11:30	0	0	0	0	**0**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	1	0	0	0	**1**
12:15	0	0	0	0	**0**	6	0	0	0	**6**
12:30	3	0	0	0	**3**	2	0	0	0	**2**
12:45	1	0	0	0	**1**	1	0	0	0	**1**
13:00	0	0	0	0	**0**	1	0	0	0	**1**
13:15	1	0	0	0	**1**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	1	0	0	0	**1**
13:45	1	0	0	0	**1**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	2	0	0	0	**2**
14:30	1	0	0	0	**1**	2	0	0	0	**2**
14:45	1	0	0	0	**1**	2	0	0	0	**2**
15:00	1	0	0	0	**1**	3	0	0	0	**3**
15:15	0	0	0	0	**0**	2	0	0	0	**2**
15:30	0	0	0	0	**0**	2	0	0	0	**2**
15:45	1	0	0	0	**1**	3	0	0	0	**3**
16:00	0	0	0	0	**0**	4	0	0	0	**4**
16:15	0	0	0	0	**0**	7	0	0	0	**7**
16:30	3	0	0	0	**3**	11	0	0	0	**11**
16:45	1	0	0	0	**1**	3	0	0	0	**3**
17:00	0	0	0	0	**0**	9	0	0	0	**9**
17:15	3	0	0	0	**3**	9	0	0	0	**9**
17:30	4	0	0	0	**4**	19	0	0	0	**19**
17:45	15	0	0	0	**15**	14	0	0	0	**14**
18:00	11	0	0	0	**11**	79	0	0	0	**79**
18:15	14	0	0	0	**14**	21	0	0	0	**21**
18:30	1	0	0	0	**1**	2	0	0	0	**2**
18:45	0	0	0	0	**0**	1	0	0	0	**1**
19:00	1	0	0	0	**1**	2	0	0	0	**2**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	2	0	0	0	**2**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	1	0	0	0	**1**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	1	0	0	0	**1**
20:45	1	0	0	0	**1**	3	0	0	0	**3**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	1	0	0	0	**1**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	1	0	0	0	**1**	1	0	0	0	**1**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 6
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	1	0	0	0	**1**
22:45	0	0	0	0	**0**	1	0	0	0	**1**
23:00	0	0	0	0	**0**	1	0	0	0	**1**
23:15	0	0	0	0	**0**	3	0	0	0	**3**
23:30	1	0	0	0	**1**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	1	0	0	0	**1**
	174	**0**	**0**	**0**	**174**	**329**	**0**	**0**	**0**	**329**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 7
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	0	0	0	0	**0**	0	0	0	0	**0**
5:15	0	0	0	0	**0**	0	0	0	0	**0**
5:30	0	0	0	0	**0**	0	0	0	0	**0**
5:45	0	0	0	0	**0**	0	0	0	0	**0**
6:00	0	0	0	0	**0**	0	0	0	0	**0**
6:15	0	0	0	0	**0**	0	0	0	0	**0**
6:30	0	0	0	0	**0**	0	0	0	0	**0**
6:45	0	0	0	0	**0**	0	0	0	0	**0**
7:00	0	0	0	0	**0**	0	0	0	0	**0**
7:15	0	0	0	0	**0**	0	0	0	0	**0**
7:30	0	0	0	0	**0**	0	0	0	0	**0**
7:45	0	0	0	0	**0**	0	0	0	0	**0**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 7
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	0	0	0	0	**0**
12:15	0	0	0	0	**0**	0	0	0	0	**0**
12:30	0	0	0	0	**0**	0	0	0	0	**0**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	0	0	0	0	**0**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	0	0	0	0	**0**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	0	0	0	0	**0**
15:15	0	0	0	0	**0**	0	0	0	0	**0**
15:30	0	0	0	0	**0**	0	0	0	0	**0**
15:45	0	0	0	0	**0**	0	0	0	0	**0**
16:00	0	0	0	0	**0**	0	0	0	0	**0**
16:15	0	0	0	0	**0**	0	0	0	0	**0**
16:30	0	0	0	0	**0**	0	0	0	0	**0**
16:45	0	0	0	0	**0**	0	0	0	0	**0**
17:00	0	0	0	0	**0**	0	0	0	0	**0**
17:15	0	0	0	0	**0**	0	0	0	0	**0**
17:30	0	0	0	0	**0**	0	0	0	0	**0**
17:45	0	0	0	0	**0**	0	0	0	0	**0**
18:00	0	0	0	0	**0**	0	0	0	0	**0**
18:15	0	0	0	0	**0**	0	0	0	0	**0**
18:30	0	0	0	0	**0**	0	0	0	0	**0**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 7
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 8
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	2	**2**	0	0	0	0	**0**
0:15	0	1	0	0	**1**	0	0	0	0	**0**
0:30	0	1	0	0	**1**	0	0	2	0	**2**
0:45	0	3	0	0	**3**	0	0	0	0	**0**
1:00	0	1	0	1	**2**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	1	**1**	0	0	0	1	**1**
1:45	0	0	0	1	**1**	0	0	0	0	**0**
2:00	0	0	1	0	**1**	0	2	1	0	**3**
2:15	0	0	0	2	**2**	0	4	0	1	**5**
2:30	1	0	0	0	**1**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	2	**2**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	1	**1**	0	0	0	2	**2**
3:30	0	0	1	0	**1**	0	0	1	0	**1**
3:45	0	0	0	2	**2**	0	0	0	0	**0**
4:00	0	0	0	2	**2**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	2	1	**3**
4:45	0	0	0	0	**0**	0	0	0	2	**2**
5:00	0	0	0	1	**1**	0	0	0	0	**0**
5:15	0	0	0	0	**0**	0	0	1	0	**1**
5:30	0	0	0	1	**1**	0	0	0	0	**0**
5:45	0	0	0	0	**0**	0	0	0	0	**0**
6:00	0	0	0	2	**2**	0	0	0	0	**0**
6:15	0	0	0	0	**0**	0	0	0	1	**1**
6:30	0	0	0	0	**0**	0	0	0	0	**0**
6:45	0	0	0	0	**0**	0	0	0	0	**0**
7:00	0	0	0	2	**2**	0	0	0	0	**0**
7:15	0	0	0	2	**2**	0	0	1	0	**1**
7:30	0	0	0	1	**1**	0	0	1	2	**3**
7:45	0	0	1	0	**1**	0	0	2	1	**3**
8:00	0	1	0	1	**2**	0	0	0	0	**0**
8:15	0	0	0	1	**1**	0	0	1	1	**2**
8:30	0	0	0	1	**1**	0	0	0	0	**0**
8:45	0	0	1	1	**2**	0	0	0	1	**1**
9:00	0	1	0	2	**3**	0	1	0	1	**2**
9:15	0	0	1	1	**2**	0	0	0	2	**2**
9:30	1	0	1	2	**4**	0	1	0	0	**1**
9:45	0	0	1	5	**6**	0	1	1	0	**2**
10:00	1	1	0	2	**4**	0	0	2	2	**4**
10:15	0	0	0	2	**2**	0	0	1	0	**1**
10:30	0	0	0	4	**4**	0	2	0	0	**2**
10:45	0	0	0	2	**2**	0	0	1	0	**1**
11:00	0	1	1	2	**4**	0	4	0	3	**7**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 8
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	1	1	**2**	1	1	0	3	**5**
11:30	0	0	1	2	**3**	0	0	0	0	**0**
11:45	0	0	0	1	**1**	0	0	1	4	**5**
12:00	0	0	2	1	**3**	0	2	0	2	**4**
12:15	0	2	2	2	**6**	1	0	0	4	**5**
12:30	0	3	1	2	**6**	0	1	1	5	**7**
12:45	0	2	1	2	**5**	0	2	2	0	**4**
13:00	0	1	0	0	**1**	0	1	0	2	**3**
13:15	0	0	0	3	**3**	0	1	0	0	**1**
13:30	0	1	0	0	**1**	0	0	1	0	**1**
13:45	0	0	1	1	**2**	0	0	0	1	**1**
14:00	1	0	1	2	**4**	0	0	0	0	**0**
14:15	0	0	2	0	**2**	0	8	2	1	**11**
14:30	0	1	1	0	**2**	0	0	1	0	**1**
14:45	0	1	1	0	**2**	0	0	0	0	**0**
15:00	0	0	1	2	**3**	0	2	0	2	**4**
15:15	0	0	0	1	**1**	0	0	0	3	**3**
15:30	0	0	1	1	**2**	0	0	0	1	**1**
15:45	0	1	0	1	**2**	0	0	0	1	**1**
16:00	0	0	0	1	**1**	0	0	1	0	**1**
16:15	0	0	0	2	**2**	0	0	0	1	**1**
16:30	0	0	1	1	**2**	0	1	0	1	**2**
16:45	0	0	1	1	**2**	0	0	0	2	**2**
17:00	0	0	1	0	**1**	0	0	0	1	**1**
17:15	0	0	1	0	**1**	0	0	1	1	**2**
17:30	0	0	0	2	**2**	0	0	0	2	**2**
17:45	0	0	0	0	**0**	0	0	0	2	**2**
18:00	0	0	2	0	**2**	0	0	1	0	**1**
18:15	0	0	0	1	**1**	0	0	0	2	**2**
18:30	0	1	1	0	**2**	0	0	0	0	**0**
18:45	0	0	1	2	**3**	0	0	0	1	**1**
19:00	0	0	0	0	**0**	0	1	0	1	**2**
19:15	0	0	0	1	**1**	0	0	0	2	**2**
19:30	0	0	0	2	**2**	0	0	1	0	**1**
19:45	0	0	1	1	**2**	0	0	0	1	**1**
20:00	0	0	2	1	**3**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	1	1	**2**
20:30	0	0	4	1	**5**	0	0	0	3	**3**
20:45	0	0	1	1	**2**	0	0	0	5	**5**
21:00	0	0	0	1	**1**	0	0	0	1	**1**
21:15	0	0	1	0	**1**	0	0	1	1	**2**
21:30	0	0	1	2	**3**	0	0	0	1	**1**
21:45	0	0	1	0	**1**	0	0	1	0	**1**
22:00	0	0	4	1	**5**	0	0	1	2	**3**
22:15	0	0	0	1	**1**	0	0	1	1	**2**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 8
9/19/2017
Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	1	2	**3**
22:45	0	1	0	0	**1**
23:00	0	0	0	0	**0**
23:15	0	0	0	0	**0**
23:30	0	0	0	1	**1**
23:45	0	0	0	1	**1**
	4	**24**	**48**	**95**	**171**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	0	0	1	0	**1**
	0	0	1	2	**3**
	0	0	0	4	**4**
	0	0	0	3	**3**
	0	0	1	0	**1**
	0	1	1	1	**3**
	2	**36**	**38**	**94**	**170**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 9
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	1	0	0	0	**1**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	1	0	**1**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	2	0	**2**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	1	0	**1**
2:15	0	0	0	0	**0**	0	0	1	0	**1**
2:30	0	0	0	0	**0**	0	0	3	0	**3**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	2	0	0	0	**2**
3:30	1	0	0	0	**1**	25	0	0	0	**25**
3:45	1	0	0	0	**1**	13	0	0	0	**13**
4:00	0	0	0	0	**0**	8	0	0	0	**8**
4:15	0	0	0	0	**0**	4	0	0	0	**4**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	2	0	0	0	**2**	3	0	0	0	**3**
5:00	1	0	0	0	**1**	2	0	0	0	**2**
5:15	4	0	0	0	**4**	4	0	0	0	**4**
5:30	4	0	0	0	**4**	2	0	0	0	**2**
5:45	33	0	0	0	**33**	0	0	0	0	**0**
6:00	2	0	0	0	**2**	2	0	0	0	**2**
6:15	0	0	0	0	**0**	0	0	0	0	**0**
6:30	0	0	0	0	**0**	0	0	0	0	**0**
6:45	1	0	0	0	**1**	1	0	0	0	**1**
7:00	1	0	0	0	**1**	0	0	0	0	**0**
7:15	0	0	0	0	**0**	2	0	0	0	**2**
7:30	2	0	0	0	**2**	4	0	0	0	**4**
7:45	1	0	0	0	**1**	0	0	0	0	**0**
8:00	0	0	0	0	**0**	1	0	0	0	**1**
8:15	0	0	0	0	**0**	1	0	0	0	**1**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	1	0	0	0	**1**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	2	0	0	0	**2**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	1	0	0	0	**1**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 9
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	3	0	0	0	**3**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	3	0	0	0	**3**
12:00	0	0	0	0	**0**	1	0	0	0	**1**
12:15	0	0	0	0	**0**	0	0	0	0	**0**
12:30	0	0	0	0	**0**	1	0	0	0	**1**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	0	0	0	0	**0**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	3	0	0	0	**3**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	3	0	0	0	**3**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	2	0	0	0	**2**
15:15	0	0	0	0	**0**	0	0	0	0	**0**
15:30	0	0	0	0	**0**	2	0	0	0	**2**
15:45	0	0	0	0	**0**	0	0	0	0	**0**
16:00	1	0	0	0	**1**	2	0	0	0	**2**
16:15	9	0	0	0	**9**	6	0	0	0	**6**
16:30	16	0	0	0	**16**	41	0	0	0	**41**
16:45	8	0	0	0	**8**	9	0	0	0	**9**
17:00	4	0	0	0	**4**	8	0	0	0	**8**
17:15	0	0	0	0	**0**	0	0	0	0	**0**
17:30	0	0	0	0	**0**	2	0	0	0	**2**
17:45	0	0	0	0	**0**	4	0	0	0	**4**
18:00	2	0	0	0	**2**	2	0	0	0	**2**
18:15	0	0	0	0	**0**	0	0	0	0	**0**
18:30	0	0	0	0	**0**	0	0	0	0	**0**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	2	0	0	0	**2**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	3	0	0	0	**3**
21:30	0	0	0	0	**0**	3	0	0	0	**3**
21:45	0	0	0	0	**0**	1	0	0	0	**1**
22:00	0	0	0	0	**0**	3	0	0	0	**3**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 9
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	1	0	0	0	**1**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	1	0	0	0	**1**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	2	0	0	0	**2**
	96	**0**	**0**	**0**	**96**	**184**	**0**	**8**	**0**	**192**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 10
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	1	0	0	0	**1**
2:15	0	0	0	0	**0**	2	0	0	0	**2**
2:30	0	0	0	0	**0**	1	0	0	0	**1**
2:45	0	0	0	0	**0**	2	0	0	0	**2**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	42	0	0	0	**42**
3:45	0	0	0	0	**0**	11	0	0	0	**11**
4:00	0	0	0	0	**0**	3	0	0	0	**3**
4:15	2	0	0	0	**2**	2	0	0	0	**2**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	1	0	0	0	**1**	0	0	0	0	**0**
5:00	2	0	0	0	**2**	7	0	0	0	**7**
5:15	23	0	0	0	**23**	3	0	0	0	**3**
5:30	42	0	0	0	**42**	1	0	0	0	**1**
5:45	27	0	0	0	**27**	1	0	0	0	**1**
6:00	3	0	0	0	**3**	2	0	0	0	**2**
6:15	3	0	0	0	**3**	1	0	0	0	**1**
6:30	2	0	0	0	**2**	1	0	0	0	**1**
6:45	4	0	0	0	**4**	1	0	0	0	**1**
7:00	5	0	0	0	**5**	2	0	0	0	**2**
7:15	5	0	0	0	**5**	0	0	0	0	**0**
7:30	7	0	0	0	**7**	0	0	0	0	**0**
7:45	2	1	0	0	**3**	1	1	0	0	**2**
8:00	4	0	0	0	**4**	0	0	0	0	**0**
8:15	2	0	0	0	**2**	0	0	0	0	**0**
8:30	1	0	0	0	**1**	0	0	0	0	**0**
8:45	2	0	0	0	**2**	0	0	0	0	**0**
9:00	3	0	0	0	**3**	1	0	0	0	**1**
9:15	0	0	0	0	**0**	1	0	0	0	**1**
9:30	2	0	0	0	**2**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	1	0	0	**1**
10:00	1	0	0	0	**1**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	2	0	0	0	**2**	1	0	0	0	**1**
10:45	3	0	0	0	**3**	2	0	0	0	**2**
11:00	0	0	0	0	**0**	1	0	0	0	**1**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 10
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	2	0	0	0	**2**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	0	0	0	0	**0**
12:00	1	0	0	0	**1**	1	0	0	0	**1**
12:15	0	1	0	0	**1**	1	0	0	0	**1**
12:30	1	0	0	0	**1**	2	0	0	0	**2**
12:45	1	0	0	0	**1**	1	0	0	0	**1**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	0	0	**0**	2	0	0	0	**2**
13:30	0	0	0	0	**0**	1	0	0	0	**1**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	1	0	0	0	**1**	1	0	0	0	**1**
14:30	1	0	0	0	**1**	2	0	0	0	**2**
14:45	0	0	0	0	**0**	1	0	0	0	**1**
15:00	1	0	0	0	**1**	4	0	0	0	**4**
15:15	1	0	0	0	**1**	2	0	0	0	**2**
15:30	2	0	0	0	**2**	3	0	0	0	**3**
15:45	5	0	0	0	**5**	2	0	0	0	**2**
16:00	12	1	0	0	**13**	0	0	0	0	**0**
16:15	18	0	0	0	**18**	1	0	0	0	**1**
16:30	30	0	0	0	**30**	63	0	0	0	**63**
16:45	30	0	0	0	**30**	17	0	0	0	**17**
17:00	7	0	0	0	**7**	7	0	0	0	**7**
17:15	0	0	0	0	**0**	1	0	0	0	**1**
17:30	2	0	0	0	**2**	6	0	0	0	**6**
17:45	5	0	0	0	**5**	3	0	0	0	**3**
18:00	3	0	0	0	**3**	2	0	0	0	**2**
18:15	7	0	0	0	**7**	8	0	0	0	**8**
18:30	1	0	0	0	**1**	3	0	0	0	**3**
18:45	1	0	0	0	**1**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	1	0	0	0	**1**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	1	0	0	0	**1**	0	0	0	0	**0**
21:15	2	0	0	0	**2**	2	0	0	0	**2**
21:30	9	0	0	0	**9**	2	0	0	0	**2**
21:45	5	0	0	0	**5**	1	0	0	0	**1**
22:00	3	0	0	0	**3**	2	0	0	0	**2**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 10
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	3	0	0	0	**3**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	1	0	0	0	**1**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	2	0	0	0	**2**
	301	**3**	**0**	**0**	**304**	**237**	**2**	**0**	**0**	**239**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	2	0	0	2	**4**	4	0	0	0	**4**
0:15	2	1	0	0	**3**	3	0	0	0	**3**
0:30	0	1	0	0	**1**	3	0	2	0	**5**
0:45	0	3	0	0	**3**	2	0	0	0	**2**
1:00	0	2	0	1	**3**	5	0	1	0	**6**
1:15	1	0	0	0	**1**	2	0	0	0	**2**
1:30	1	0	0	1	**2**	7	0	2	1	**10**
1:45	2	0	0	1	**3**	0	0	0	0	**0**
2:00	1	0	1	0	**2**	7	2	2	0	**11**
2:15	2	0	0	2	**4**	9	4	1	1	**15**
2:30	2	0	0	0	**2**	13	1	3	0	**17**
2:45	7	0	0	0	**7**	6	0	0	2	**8**
3:00	2	0	0	0	**2**	16	0	0	0	**16**
3:15	3	0	0	1	**4**	4	1	0	2	**7**
3:30	5	0	1	0	**6**	206	0	1	0	**207**
3:45	4	0	0	2	**6**	99	0	0	0	**99**
4:00	4	1	0	2	**7**	33	0	0	0	**33**
4:15	11	0	0	0	**11**	43	0	0	0	**43**
4:30	17	0	0	0	**17**	170	0	2	1	**173**
4:45	29	1	0	0	**30**	44	0	0	2	**46**
5:00	50	0	0	1	**51**	287	0	0	0	**287**
5:15	77	0	0	0	**77**	99	0	1	0	**100**
5:30	177	0	0	1	**178**	36	0	0	0	**36**
5:45	211	0	0	0	**211**	11	0	0	0	**11**
6:00	50	0	0	2	**52**	29	0	0	0	**29**
6:15	72	0	0	0	**72**	20	0	0	1	**21**
6:30	162	0	0	0	**162**	26	0	0	0	**26**
6:45	256	0	0	0	**256**	25	0	0	0	**25**
7:00	171	0	0	2	**173**	40	0	0	0	**40**
7:15	249	0	0	2	**251**	41	0	1	0	**42**
7:30	74	0	0	1	**75**	24	0	1	2	**27**
7:45	28	1	1	0	**30**	9	1	2	1	**13**
8:00	14	1	0	1	**16**	6	0	0	0	**6**
8:15	25	0	0	1	**26**	14	0	1	1	**16**
8:30	15	0	0	1	**16**	6	0	0	0	**6**
8:45	31	0	1	1	**33**	9	0	0	1	**10**
9:00	11	1	0	2	**14**	5	1	0	1	**7**
9:15	8	0	1	1	**10**	8	0	0	2	**10**
9:30	11	0	1	2	**14**	3	1	0	0	**4**
9:45	7	0	1	5	**13**	5	2	1	0	**8**
10:00	8	1	0	2	**11**	4	0	2	2	**8**
10:15	6	0	0	2	**8**	9	0	1	0	**10**
10:30	9	0	0	4	**13**	10	2	0	0	**12**
10:45	9	0	0	2	**11**	11	0	1	0	**12**
11:00	12	1	1	2	**16**	7	4	0	3	**14**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	18	1	1	1	**21**	10	1	1	3	**15**
11:30	7	0	1	2	**10**	18	0	0	0	**18**
11:45	14	0	0	1	**15**	36	0	1	4	**41**
12:00	14	0	2	1	**17**	9	2	0	2	**13**
12:15	9	5	2	2	**18**	32	1	1	4	**38**
12:30	26	3	1	2	**32**	23	1	1	5	**30**
12:45	11	2	1	2	**16**	15	2	2	0	**19**
13:00	7	1	0	0	**8**	12	2	0	2	**16**
13:15	11	0	0	3	**14**	6	1	0	0	**7**
13:30	10	1	0	0	**11**	20	1	1	0	**22**
13:45	5	0	1	1	**7**	1	0	0	1	**2**
14:00	4	0	1	2	**7**	15	0	0	0	**15**
14:15	6	1	2	0	**9**	6	9	2	1	**18**
14:30	4	1	1	0	**6**	23	0	1	0	**24**
14:45	8	1	1	0	**10**	16	1	0	0	**17**
15:00	10	0	1	2	**13**	26	2	0	2	**30**
15:15	8	0	0	1	**9**	17	0	0	3	**20**
15:30	18	0	1	1	**20**	32	0	0	1	**33**
15:45	32	1	0	1	**34**	22	1	0	1	**24**
16:00	51	1	0	1	**53**	31	0	1	0	**32**
16:15	79	0	0	2	**81**	31	0	0	1	**32**
16:30	161	0	1	1	**163**	278	1	0	1	**280**
16:45	126	0	1	1	**128**	93	0	0	2	**95**
17:00	45	0	1	0	**46**	67	0	0	1	**68**
17:15	73	0	1	0	**74**	65	0	1	1	**67**
17:30	133	0	0	2	**135**	229	0	0	2	**231**
17:45	220	0	0	0	**220**	108	0	0	2	**110**
18:00	178	0	2	0	**180**	311	0	1	0	**312**
18:15	143	0	0	1	**144**	144	0	0	2	**146**
18:30	17	1	1	0	**19**	52	0	0	0	**52**
18:45	8	0	1	2	**11**	19	0	0	1	**20**
19:00	6	0	0	0	**6**	16	1	0	1	**18**
19:15	7	0	0	1	**8**	13	0	0	2	**15**
19:30	11	0	0	2	**13**	7	0	1	0	**8**
19:45	2	0	1	1	**4**	7	0	0	1	**8**
20:00	3	0	2	1	**6**	3	0	0	0	**3**
20:15	6	0	0	0	**6**	3	0	1	1	**5**
20:30	1	0	5	1	**7**	7	0	0	3	**10**
20:45	9	0	1	1	**11**	9	0	0	5	**14**
21:00	6	0	0	1	**7**	10	0	0	1	**11**
21:15	6	0	1	0	**7**	11	0	1	1	**13**
21:30	20	0	1	2	**23**	10	0	0	1	**11**
21:45	17	0	1	0	**18**	5	1	1	0	**7**
22:00	11	0	4	1	**16**	18	0	1	2	**21**
22:15	6	0	0	1	**7**	9	0	1	1	**11**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	5	0	1	2	**8**	29	0	1	0	**30**
22:45	9	1	0	0	**10**	8	0	1	2	**11**
23:00	11	0	0	0	**11**	9	0	0	4	**13**
23:15	3	0	0	0	**3**	18	0	0	3	**21**
23:30	10	0	0	1	**11**	10	0	1	0	**11**
23:45	3	0	0	1	**4**	11	1	1	1	**14**
	3446	**34**	**49**	**95**	**3624**	**3400**	**47**	**48**	**94**	**3589**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 1
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	0	**1**	6	0	0	0	**6**
0:15	1	0	0	0	**1**	1	0	0	0	**1**
0:30	0	0	0	0	**0**	1	0	0	0	**1**
0:45	0	0	0	0	**0**	4	0	0	0	**4**
1:00	0	1	0	0	**1**	4	0	0	0	**4**
1:15	1	0	0	0	**1**	0	0	0	0	**0**
1:30	3	0	0	0	**3**	7	0	0	0	**7**
1:45	1	0	0	0	**1**	6	0	0	0	**6**
2:00	0	0	0	0	**0**	3	0	0	0	**3**
2:15	1	0	0	0	**1**	6	0	0	0	**6**
2:30	3	0	0	0	**3**	5	0	0	0	**5**
2:45	4	0	0	0	**4**	2	0	0	0	**2**
3:00	2	0	0	0	**2**	1	0	0	0	**1**
3:15	4	0	0	0	**4**	7	0	0	0	**7**
3:30	2	0	0	0	**2**	65	0	0	0	**65**
3:45	2	0	0	0	**2**	30	0	0	0	**30**
4:00	3	1	0	0	**4**	9	0	0	0	**9**
4:15	3	0	0	0	**3**	11	0	0	0	**11**
4:30	10	0	0	0	**10**	15	0	0	0	**15**
4:45	18	0	0	0	**18**	7	0	0	0	**7**
5:00	35	0	0	0	**35**	19	0	0	0	**19**
5:15	54	0	0	0	**54**	5	0	0	0	**5**
5:30	95	0	0	0	**95**	0	0	0	0	**0**
5:45	98	0	0	0	**98**	0	0	0	0	**0**
6:00	22	0	0	0	**22**	1	0	0	0	**1**
6:15	24	0	0	0	**24**	1	0	0	0	**1**
6:30	39	0	0	0	**39**	1	0	0	0	**1**
6:45	37	0	0	0	**37**	1	0	0	0	**1**
7:00	21	0	0	0	**21**	2	0	0	0	**2**
7:15	32	0	0	0	**32**	2	0	0	0	**2**
7:30	7	0	0	0	**7**	1	0	0	0	**1**
7:45	12	0	0	0	**12**	0	0	0	0	**0**
8:00	7	0	0	0	**7**	1	0	0	0	**1**
8:15	13	0	0	0	**13**	0	0	0	0	**0**
8:30	11	0	0	0	**11**	3	0	0	0	**3**
8:45	10	0	0	0	**10**	1	0	0	0	**1**
9:00	5	0	0	0	**5**	1	0	0	0	**1**
9:15	2	0	0	0	**2**	1	0	0	0	**1**
9:30	3	0	0	0	**3**	1	0	0	0	**1**
9:45	8	0	0	0	**8**	0	0	0	0	**0**
10:00	4	0	0	0	**4**	2	0	0	0	**2**
10:15	4	0	0	0	**4**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	2	0	0	0	**2**
10:45	4	0	0	0	**4**	4	0	0	0	**4**
11:00	5	0	0	0	**5**	1	0	0	0	**1**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 1
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	5	0	0	0	**5**	1	0	0	0	**1**
11:30	1	0	0	0	**1**	6	0	0	0	**6**
11:45	2	0	0	0	**2**	0	0	0	0	**0**
12:00	4	0	0	0	**4**	2	0	0	0	**2**
12:15	5	0	0	0	**5**	1	0	0	0	**1**
12:30	6	0	0	0	**6**	6	0	0	0	**6**
12:45	4	0	0	0	**4**	8	0	0	0	**8**
13:00	0	0	0	0	**0**	9	0	0	0	**9**
13:15	2	0	0	0	**2**	2	0	0	0	**2**
13:30	2	0	0	0	**2**	4	1	0	0	**5**
13:45	1	0	0	0	**1**	2	0	0	0	**2**
14:00	4	0	0	0	**4**	0	0	0	0	**0**
14:15	4	0	0	0	**4**	4	0	0	0	**4**
14:30	4	0	0	0	**4**	7	0	0	0	**7**
14:45	5	0	0	0	**5**	3	0	0	0	**3**
15:00	2	0	0	0	**2**	5	0	0	0	**5**
15:15	4	0	0	0	**4**	2	0	0	0	**2**
15:30	11	0	0	0	**11**	1	0	0	0	**1**
15:45	19	0	0	0	**19**	5	0	0	0	**5**
16:00	17	0	0	0	**17**	5	0	0	0	**5**
16:15	55	0	0	0	**55**	4	0	0	0	**4**
16:30	69	0	0	0	**69**	23	0	0	0	**23**
16:45	53	0	0	0	**53**	10	0	0	0	**10**
17:00	30	0	0	0	**30**	5	0	0	0	**5**
17:15	43	0	0	0	**43**	9	0	0	0	**9**
17:30	42	0	0	0	**42**	11	0	0	0	**11**
17:45	39	0	0	0	**39**	5	0	0	0	**5**
18:00	55	0	0	0	**55**	7	0	0	0	**7**
18:15	39	0	0	0	**39**	10	0	0	0	**10**
18:30	9	0	0	0	**9**	3	0	0	0	**3**
18:45	7	0	0	0	**7**	2	0	0	0	**2**
19:00	0	0	0	0	**0**	1	0	0	0	**1**
19:15	8	1	0	0	**9**	1	0	0	0	**1**
19:30	6	0	0	0	**6**	3	0	0	0	**3**
19:45	1	0	0	0	**1**	0	0	0	0	**0**
20:00	4	0	0	0	**4**	1	0	0	0	**1**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	1	0	0	0	**1**	0	0	0	0	**0**
20:45	4	0	0	0	**4**	1	0	0	0	**1**
21:00	2	0	0	0	**2**	2	0	0	0	**2**
21:15	5	1	0	0	**6**	7	0	0	0	**7**
21:30	7	0	0	0	**7**	2	0	0	0	**2**
21:45	7	0	0	0	**7**	4	0	0	0	**4**
22:00	1	0	0	0	**1**	2	0	0	0	**2**
22:15	1	0	0	0	**1**	4	0	0	0	**4**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 1
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	5	0	0	0	**5**	3	0	0	0	**3**
22:45	7	0	0	0	**7**	2	0	0	0	**2**
23:00	6	0	0	0	**6**	2	0	0	0	**2**
23:15	2	0	0	0	**2**	3	0	0	0	**3**
23:30	2	0	0	0	**2**	2	0	0	0	**2**
23:45	1	0	0	0	**1**	3	0	0	0	**3**
	1224	**4**	**0**	**0**	**1228**	**445**	**1**	**0**	**0**	**446**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 2
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	0	**1**	3	0	0	0	**3**
0:15	0	0	0	0	**0**	1	0	0	0	**1**
0:30	0	0	0	0	**0**	1	0	0	0	**1**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	1	0	0	0	**1**
1:15	0	0	0	0	**0**	1	0	0	0	**1**
1:30	0	0	0	0	**0**	5	0	0	0	**5**
1:45	1	0	0	0	**1**	4	0	0	0	**4**
2:00	1	0	0	0	**1**	5	0	0	0	**5**
2:15	3	0	0	0	**3**	9	0	0	0	**9**
2:30	2	0	0	0	**2**	6	0	0	0	**6**
2:45	0	0	0	0	**0**	6	0	0	0	**6**
3:00	2	0	0	0	**2**	3	0	0	0	**3**
3:15	0	0	0	0	**0**	5	0	0	0	**5**
3:30	2	0	0	0	**2**	42	0	0	0	**42**
3:45	0	0	0	0	**0**	24	0	0	0	**24**
4:00	2	0	0	0	**2**	10	0	0	0	**10**
4:15	4	0	0	0	**4**	8	0	0	0	**8**
4:30	4	0	0	0	**4**	44	0	0	0	**44**
4:45	13	0	0	0	**13**	12	0	0	0	**12**
5:00	8	0	0	0	**8**	62	0	0	0	**62**
5:15	7	0	0	0	**7**	17	0	0	0	**17**
5:30	15	0	0	0	**15**	4	0	0	0	**4**
5:45	26	0	0	0	**26**	4	0	0	0	**4**
6:00	11	0	0	0	**11**	2	0	0	0	**2**
6:15	14	0	0	0	**14**	6	0	0	0	**6**
6:30	40	1	0	0	**41**	7	0	0	0	**7**
6:45	35	0	0	0	**35**	12	0	0	0	**12**
7:00	24	0	0	0	**24**	12	0	0	0	**12**
7:15	21	0	0	0	**21**	17	0	0	0	**17**
7:30	2	0	0	0	**2**	5	0	0	0	**5**
7:45	2	0	0	0	**2**	3	0	0	0	**3**
8:00	2	0	0	0	**2**	0	0	0	0	**0**
8:15	4	0	0	0	**4**	0	0	0	0	**0**
8:30	3	0	0	0	**3**	0	0	0	0	**0**
8:45	3	0	0	0	**3**	2	0	0	0	**2**
9:00	2	0	0	0	**2**	3	0	0	0	**3**
9:15	1	0	0	0	**1**	0	0	0	0	**0**
9:30	2	0	0	0	**2**	0	0	0	0	**0**
9:45	1	0	0	0	**1**	3	0	0	0	**3**
10:00	1	0	0	0	**1**	0	0	0	0	**0**
10:15	2	0	0	0	**2**	3	0	0	0	**3**
10:30	2	0	0	0	**2**	7	0	0	0	**7**
10:45	0	0	0	0	**0**	5	0	0	0	**5**
11:00	6	0	0	0	**6**	2	0	0	0	**2**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 2
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	0	0	0	**1**	4	0	0	0	**4**
11:30	2	0	0	0	**2**	3	0	0	0	**3**
11:45	1	0	0	0	**1**	5	0	0	0	**5**
12:00	4	0	0	0	**4**	4	0	0	0	**4**
12:15	2	0	0	0	**2**	1	0	0	0	**1**
12:30	1	0	0	0	**1**	3	0	0	0	**3**
12:45	1	2	0	0	**3**	12	0	0	0	**12**
13:00	1	0	0	0	**1**	8	0	0	0	**8**
13:15	2	0	0	0	**2**	2	0	0	0	**2**
13:30	0	0	0	0	**0**	11	0	0	0	**11**
13:45	0	0	0	0	**0**	3	0	0	0	**3**
14:00	0	0	0	0	**0**	6	0	0	0	**6**
14:15	2	0	0	0	**2**	5	0	0	0	**5**
14:30	1	0	0	0	**1**	7	0	0	0	**7**
14:45	2	0	0	0	**2**	6	0	0	0	**6**
15:00	0	0	0	0	**0**	2	0	0	0	**2**
15:15	2	0	0	0	**2**	7	0	0	0	**7**
15:30	1	0	0	0	**1**	4	0	0	0	**4**
15:45	4	0	0	0	**4**	6	0	0	0	**6**
16:00	7	0	0	0	**7**	4	0	0	0	**4**
16:15	9	0	0	0	**9**	8	0	0	0	**8**
16:30	31	0	0	0	**31**	76	0	0	0	**76**
16:45	16	0	0	0	**16**	24	0	0	0	**24**
17:00	4	0	0	0	**4**	25	0	0	0	**25**
17:15	19	0	0	0	**19**	18	0	0	0	**18**
17:30	37	0	0	0	**37**	54	0	0	0	**54**
17:45	25	0	0	0	**25**	19	0	0	0	**19**
18:00	29	0	0	0	**29**	61	0	0	0	**61**
18:15	24	0	0	0	**24**	24	0	0	0	**24**
18:30	2	0	0	0	**2**	6	0	0	0	**6**
18:45	1	0	0	0	**1**	4	0	0	0	**4**
19:00	2	0	0	0	**2**	7	0	0	0	**7**
19:15	1	0	0	0	**1**	2	0	0	0	**2**
19:30	1	0	0	0	**1**	3	0	0	0	**3**
19:45	0	0	0	0	**0**	3	0	0	0	**3**
20:00	2	0	0	0	**2**	2	0	0	0	**2**
20:15	0	0	0	0	**0**	2	0	0	0	**2**
20:30	0	0	0	0	**0**	1	0	0	0	**1**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	1	0	0	0	**1**
21:15	0	0	0	0	**0**	5	0	0	0	**5**
21:30	3	0	0	0	**3**	5	0	0	0	**5**
21:45	4	0	0	0	**4**	3	0	0	0	**3**
22:00	1	0	0	0	**1**	5	0	0	0	**5**
22:15	0	0	0	0	**0**	1	0	0	0	**1**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 2
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	0	0	0	**2**	8	0	0	0	**8**
22:45	4	0	0	0	**4**	2	0	0	0	**2**
23:00	2	0	0	0	**2**	7	0	0	0	**7**
23:15	2	0	0	0	**2**	8	0	0	0	**8**
23:30	1	0	0	0	**1**	8	0	0	0	**8**
23:45	0	0	0	0	**0**	8	0	0	0	**8**
	525	**3**	**0**	**0**	528	**869**	**0**	**0**	**0**	869

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 3
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	1	0	0	0	**1**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	1	0	0	0	**1**
1:00	0	0	0	0	**0**	2	0	0	0	**2**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	2	0	0	0	**2**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	2	0	0	0	**2**
2:30	1	0	0	0	**1**	7	0	0	0	**7**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	4	0	0	0	**4**
3:15	0	0	0	0	**0**	2	1	0	0	**3**
3:30	1	0	0	0	**1**	12	0	0	0	**12**
3:45	0	0	0	0	**0**	10	0	0	0	**10**
4:00	0	0	0	0	**0**	2	0	0	0	**2**
4:15	0	0	0	0	**0**	1	0	0	0	**1**
4:30	4	0	0	0	**4**	42	0	0	0	**42**
4:45	4	0	0	0	**4**	16	0	0	0	**16**
5:00	2	0	0	0	**2**	72	0	0	0	**72**
5:15	2	0	0	0	**2**	11	0	0	0	**11**
5:30	2	0	0	0	**2**	7	0	0	0	**7**
5:45	4	0	0	0	**4**	1	0	0	0	**1**
6:00	8	0	0	0	**8**	2	0	0	0	**2**
6:15	13	0	0	0	**13**	7	1	0	0	**8**
6:30	34	0	0	0	**34**	3	0	0	0	**3**
6:45	38	0	0	0	**38**	4	0	0	0	**4**
7:00	24	0	0	0	**24**	2	0	0	0	**2**
7:15	21	0	0	0	**21**	6	0	0	0	**6**
7:30	5	0	0	0	**5**	0	0	0	0	**0**
7:45	0	0	0	0	**0**	0	0	0	0	**0**
8:00	1	0	0	0	**1**	1	0	0	0	**1**
8:15	2	0	0	0	**2**	4	0	0	0	**4**
8:30	5	0	0	0	**5**	0	0	0	0	**0**
8:45	1	0	0	0	**1**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	1	0	0	0	**1**	1	0	0	0	**1**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	1	0	0	0	**1**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	1	0	0	0	**1**	2	0	0	0	**2**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 3
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	2	0	0	0	**2**	4	0	0	0	**4**
11:45	0	0	0	0	**0**	4	0	0	0	**4**
12:00	2	0	0	0	**2**	0	0	0	0	**0**
12:15	1	0	0	0	**1**	0	0	0	0	**0**
12:30	1	0	0	0	**1**	2	0	0	0	**2**
12:45	0	0	0	0	**0**	3	0	0	0	**3**
13:00	3	0	0	0	**3**	1	0	0	0	**1**
13:15	1	0	0	0	**1**	0	0	0	0	**0**
13:30	1	0	0	0	**1**	1	0	0	0	**1**
13:45	1	0	0	0	**1**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	1	0	0	0	**1**
14:15	0	0	0	0	**0**	3	0	0	0	**3**
14:30	1	0	0	0	**1**	0	0	0	0	**0**
14:45	0	0	0	0	**0**	3	0	0	0	**3**
15:00	0	0	0	0	**0**	3	0	0	0	**3**
15:15	0	0	0	0	**0**	0	0	0	0	**0**
15:30	2	0	0	0	**2**	6	0	0	0	**6**
15:45	0	0	0	0	**0**	3	0	0	0	**3**
16:00	2	0	0	0	**2**	4	0	0	0	**4**
16:15	1	0	0	0	**1**	2	0	0	0	**2**
16:30	2	0	0	0	**2**	34	0	0	0	**34**
16:45	8	0	0	0	**8**	10	0	0	0	**10**
17:00	2	0	0	0	**2**	2	0	0	0	**2**
17:15	8	0	0	0	**8**	3	0	0	0	**3**
17:30	20	0	0	0	**20**	32	0	0	0	**32**
17:45	21	0	0	0	**21**	8	0	0	0	**8**
18:00	25	0	0	0	**25**	31	0	0	0	**31**
18:15	15	0	0	0	**15**	12	0	0	0	**12**
18:30	4	0	0	0	**4**	2	0	0	0	**2**
18:45	1	0	0	0	**1**	6	0	0	0	**6**
19:00	4	0	0	0	**4**	2	0	0	0	**2**
19:15	0	0	0	0	**0**	4	0	0	0	**4**
19:30	0	0	0	0	**0**	2	0	0	0	**2**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	1	0	0	0	**1**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	1	0	0	0	**1**
21:00	1	0	0	0	**1**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	3	0	0	0	**3**
21:30	2	0	0	0	**2**	0	0	0	0	**0**
21:45	4	0	0	0	**4**	1	0	0	0	**1**
22:00	0	0	0	0	**0**	1	0	0	0	**1**
22:15	1	0	0	0	**1**	1	0	0	0	**1**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 3
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	2	0	0	0	**2**
22:45	3	0	0	0	**3**	2	0	0	0	**2**
23:00	2	0	0	0	**2**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	6	0	0	0	**6**
23:30	2	0	0	0	**2**	1	0	0	0	**1**
23:45	2	0	0	0	**2**	0	0	0	0	**0**
	319	**0**	**0**	**0**	319	**435**	**2**	**0**	**0**	**437**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 4
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	1	0	0	0	**1**
0:15	0	0	0	0	**0**	1	0	0	0	**1**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	3	0	0	0	**3**
1:00	0	0	0	0	**0**	2	0	0	0	**2**
1:15	0	0	0	0	**0**	1	0	0	0	**1**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	1	0	0	0	**1**	8	0	0	0	**8**
2:30	0	0	0	0	**0**	6	0	0	0	**6**
2:45	0	0	0	0	**0**	2	0	0	0	**2**
3:00	0	0	0	0	**0**	3	0	0	0	**3**
3:15	0	0	0	0	**0**	4	0	0	0	**4**
3:30	0	0	0	0	**0**	8	0	0	0	**8**
3:45	1	0	0	0	**1**	11	0	0	0	**11**
4:00	0	0	0	0	**0**	7	0	0	0	**7**
4:15	0	0	0	0	**0**	8	0	0	0	**8**
4:30	1	0	0	0	**1**	38	0	0	0	**38**
4:45	1	0	0	0	**1**	12	0	0	0	**12**
5:00	1	0	0	0	**1**	63	0	0	0	**63**
5:15	0	0	0	0	**0**	27	0	0	0	**27**
5:30	2	0	0	0	**2**	2	0	0	0	**2**
5:45	0	0	0	0	**0**	3	1	0	0	**4**
6:00	5	1	0	0	**6**	1	0	0	0	**1**
6:15	3	0	0	0	**3**	2	0	0	0	**2**
6:30	11	0	0	0	**11**	4	0	0	0	**4**
6:45	37	0	0	0	**37**	6	0	0	0	**6**
7:00	57	0	0	0	**57**	7	0	0	1	**8**
7:15	71	0	0	0	**71**	6	0	0	0	**6**
7:30	32	0	0	0	**32**	4	0	0	0	**4**
7:45	10	0	0	0	**10**	0	0	0	0	**0**
8:00	4	0	0	0	**4**	2	0	0	0	**2**
8:15	8	0	0	0	**8**	1	0	0	0	**1**
8:30	2	0	0	0	**2**	3	0	0	0	**3**
8:45	5	0	0	0	**5**	2	0	0	0	**2**
9:00	3	0	0	0	**3**	0	0	0	0	**0**
9:15	1	0	0	0	**1**	1	0	0	0	**1**
9:30	0	0	0	0	**0**	2	0	0	0	**2**
9:45	2	0	0	0	**2**	3	0	0	0	**3**
10:00	0	0	0	0	**0**	1	0	0	0	**1**
10:15	1	0	0	0	**1**	3	0	0	0	**3**
10:30	2	0	0	0	**2**	1	0	0	0	**1**
10:45	0	0	0	0	**0**	4	0	0	0	**4**
11:00	0	0	0	0	**0**	2	0	0	0	**2**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 4
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	0	0	0	**1**	3	0	0	0	**3**
11:30	1	0	0	0	**1**	12	1	0	0	**13**
11:45	1	0	0	0	**1**	6	0	0	0	**6**
12:00	0	0	0	0	**0**	6	0	0	0	**6**
12:15	2	0	0	0	**2**	4	0	0	0	**4**
12:30	1	0	0	0	**1**	6	0	0	0	**6**
12:45	1	0	0	0	**1**	3	0	0	0	**3**
13:00	2	0	0	0	**2**	10	0	0	0	**10**
13:15	2	0	0	0	**2**	6	0	0	0	**6**
13:30	0	0	0	0	**0**	3	0	0	0	**3**
13:45	1	0	0	0	**1**	1	0	0	0	**1**
14:00	1	0	0	0	**1**	2	0	0	0	**2**
14:15	0	0	0	0	**0**	2	0	0	0	**2**
14:30	0	0	0	0	**0**	2	0	0	0	**2**
14:45	1	0	0	0	**1**	2	0	0	0	**2**
15:00	0	0	0	0	**0**	4	0	0	0	**4**
15:15	1	0	0	0	**1**	3	0	0	0	**3**
15:30	0	0	0	0	**0**	4	0	0	0	**4**
15:45	0	0	0	0	**0**	1	0	0	0	**1**
16:00	2	0	0	0	**2**	9	0	0	0	**9**
16:15	2	0	0	0	**2**	3	0	0	0	**3**
16:30	2	0	0	0	**2**	16	0	0	0	**16**
16:45	1	0	0	0	**1**	25	0	0	0	**25**
17:00	4	0	0	0	**4**	16	0	0	0	**16**
17:15	3	0	0	0	**3**	19	0	0	0	**19**
17:30	9	0	0	0	**9**	105	0	0	0	**105**
17:45	19	0	0	0	**19**	49	0	0	0	**49**
18:00	11	0	0	0	**11**	124	0	0	0	**124**
18:15	18	0	0	0	**18**	43	0	0	0	**43**
18:30	4	0	0	0	**4**	22	0	0	0	**22**
18:45	0	0	0	0	**0**	5	0	0	0	**5**
19:00	0	0	0	0	**0**	3	0	0	0	**3**
19:15	1	0	0	0	**1**	2	0	0	0	**2**
19:30	0	0	0	0	**0**	5	0	0	0	**5**
19:45	0	0	0	0	**0**	2	0	0	0	**2**
20:00	0	0	0	0	**0**	3	0	0	0	**3**
20:15	0	0	0	0	**0**	1	0	0	0	**1**
20:30	0	0	0	0	**0**	4	0	0	0	**4**
20:45	0	0	0	0	**0**	1	0	0	0	**1**
21:00	0	0	0	0	**0**	0	1	0	0	**1**
21:15	0	0	0	0	**0**	3	0	0	0	**3**
21:30	0	0	0	0	**0**	3	0	0	0	**3**
21:45	0	0	0	0	**0**	4	0	0	0	**4**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	1	1	0	0	**2**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 4
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	15	0	0	0	**15**
22:45	2	0	0	0	**2**	5	0	0	0	**5**
23:00	2	0	0	0	**2**	2	0	0	0	**2**
23:15	2	0	0	0	**2**	5	0	0	0	**5**
23:30	1	0	0	0	**1**	5	0	0	0	**5**
23:45	1	0	0	0	**1**	9	0	0	0	**9**
	360	**1**	**0**	**0**	**361**	**854**	**4**	**0**	**1**	**859**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 5
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	1	0	0	0	**1**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	1	0	0	0	**1**	1	0	0	0	**1**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	2	0	0	0	**2**
2:30	1	0	0	0	**1**	2	0	0	0	**2**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	1	0	0	0	**1**	6	0	0	0	**6**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	2	0	0	0	**2**	0	0	0	0	**0**
4:30	4	0	0	0	**4**	2	0	0	0	**2**
4:45	2	0	0	0	**2**	0	0	0	0	**0**
5:00	8	0	0	0	**8**	10	0	0	0	**10**
5:15	9	0	0	0	**9**	3	0	0	0	**3**
5:30	8	0	0	0	**8**	3	0	0	0	**3**
5:45	28	1	0	0	**29**	0	0	0	0	**0**
6:00	9	0	0	0	**9**	3	0	0	0	**3**
6:15	10	0	0	0	**10**	2	0	0	0	**2**
6:30	25	0	0	0	**25**	1	0	0	0	**1**
6:45	39	0	0	0	**39**	1	0	0	0	**1**
7:00	19	0	0	1	**20**	2	0	0	0	**2**
7:15	16	0	0	0	**16**	2	0	0	0	**2**
7:30	5	0	0	0	**5**	1	0	0	0	**1**
7:45	6	0	0	0	**6**	1	0	0	0	**1**
8:00	1	0	0	0	**1**	0	0	0	0	**0**
8:15	2	0	0	0	**2**	2	0	0	0	**2**
8:30	1	0	0	0	**1**	1	0	0	0	**1**
8:45	5	0	0	0	**5**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	3	0	0	0	**3**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	1	0	0	0	**1**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	1	0	0	0	**1**	0	0	0	0	**0**
10:30	1	0	0	0	**1**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 5
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	4	0	1	0	**5**	0	0	0	0	**0**
11:30	1	0	0	0	**1**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	6	0	0	0	**6**
12:00	2	0	0	0	**2**	2	0	0	0	**2**
12:15	2	0	0	0	**2**	1	0	0	0	**1**
12:30	1	0	0	0	**1**	1	0	0	0	**1**
12:45	2	0	0	0	**2**	1	0	0	0	**1**
13:00	2	0	0	0	**2**	0	0	0	0	**0**
13:15	1	0	0	0	**1**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	0	0	0	0	**0**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	2	0	0	0	**2**
14:15	1	0	0	0	**1**	0	0	0	0	**0**
14:30	1	0	0	0	**1**	0	0	0	0	**0**
14:45	2	0	0	0	**2**	0	0	0	0	**0**
15:00	2	0	0	0	**2**	1	0	0	0	**1**
15:15	1	0	0	0	**1**	0	0	0	0	**0**
15:30	2	0	0	0	**2**	3	0	0	0	**3**
15:45	2	0	0	0	**2**	1	0	0	0	**1**
16:00	6	0	0	0	**6**	2	0	0	0	**2**
16:15	9	0	0	0	**9**	0	0	0	0	**0**
16:30	28	0	0	0	**28**	5	0	0	0	**5**
16:45	19	0	0	0	**19**	7	0	0	0	**7**
17:00	14	0	0	0	**14**	2	0	0	0	**2**
17:15	9	0	0	0	**9**	0	0	0	0	**0**
17:30	27	0	0	0	**27**	18	0	0	0	**18**
17:45	28	0	0	0	**28**	13	0	0	0	**13**
18:00	28	0	0	0	**28**	12	0	0	0	**12**
18:15	34	0	0	0	**34**	6	0	0	0	**6**
18:30	7	0	0	0	**7**	3	0	0	0	**3**
18:45	4	0	0	0	**4**	0	0	0	0	**0**
19:00	3	0	0	0	**3**	1	0	0	0	**1**
19:15	0	0	0	0	**0**	1	0	0	0	**1**
19:30	2	0	0	0	**2**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	1	0	0	0	**1**
20:00	2	0	0	0	**2**	1	0	0	0	**1**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	1	0	0	0	**1**	1	0	0	0	**1**
21:00	1	0	0	0	**1**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	4	0	0	0	**4**	1	0	0	0	**1**
21:45	2	0	0	0	**2**	2	0	0	0	**2**
22:00	2	0	0	0	**2**	1	0	0	0	**1**
22:15	5	0	0	0	**5**	1	0	0	0	**1**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 5
9/20/2017
Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	1	0	0	0	**1**
22:45	2	0	0	0	**2**
23:00	0	0	0	0	**0**
23:15	4	0	0	0	**4**
23:30	1	0	0	0	**1**
23:45	1	0	0	0	**1**
	479	**1**	**1**	**1**	**482**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**
22:45	0	0	0	0	**0**
23:00	0	0	0	0	**0**
23:15	1	0	0	0	**1**
23:30	3	0	0	0	**3**
23:45	1	0	0	0	**1**
	146	**0**	**0**	**0**	**146**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 6
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	1	0	0	0	**1**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	1	0	0	0	**1**
1:00	0	0	0	0	**0**	1	0	0	0	**1**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	3	0	0	0	**3**
2:30	0	0	0	0	**0**	2	0	0	0	**2**
2:45	0	0	0	0	**0**	1	0	0	0	**1**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	1	0	0	0	**1**
3:30	0	0	0	0	**0**	2	0	0	0	**2**
3:45	0	0	0	0	**0**	2	0	0	0	**2**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	3	0	0	0	**3**
4:30	0	0	0	0	**0**	11	0	0	0	**11**
4:45	0	0	0	0	**0**	5	0	0	0	**5**
5:00	0	0	0	0	**0**	25	0	0	0	**25**
5:15	0	0	0	0	**0**	18	0	0	0	**18**
5:30	1	0	0	0	**1**	1	0	0	0	**1**
5:45	1	0	0	0	**1**	0	0	0	0	**0**
6:00	0	0	0	0	**0**	1	0	0	0	**1**
6:15	1	0	0	0	**1**	1	0	0	0	**1**
6:30	1	0	0	0	**1**	3	0	0	0	**3**
6:45	8	0	0	0	**8**	3	0	0	0	**3**
7:00	22	0	0	0	**22**	2	0	0	0	**2**
7:15	38	0	0	0	**38**	1	0	0	0	**1**
7:30	12	0	0	0	**12**	2	0	0	0	**2**
7:45	4	0	0	0	**4**	0	0	0	0	**0**
8:00	5	0	0	0	**5**	0	0	0	0	**0**
8:15	3	0	0	0	**3**	0	0	0	0	**0**
8:30	1	0	0	0	**1**	3	0	0	0	**3**
8:45	2	0	0	0	**2**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	1	0	0	0	**1**
10:15	1	0	0	0	**1**	2	0	0	0	**2**
10:30	0	0	0	0	**0**	1	0	0	0	**1**
10:45	1	0	0	0	**1**	1	0	0	0	**1**
11:00	0	0	0	0	**0**	1	0	0	0	**1**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 6
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	1	0	0	0	**1**	3	0	0	0	**3**
11:45	0	0	0	0	**0**	1	0	0	0	**1**
12:00	1	0	0	0	**1**	2	0	0	0	**2**
12:15	4	0	0	0	**4**	2	0	0	0	**2**
12:30	1	0	0	0	**1**	1	0	0	0	**1**
12:45	0	0	0	0	**0**	1	0	0	0	**1**
13:00	2	0	0	0	**2**	2	0	0	0	**2**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	2	0	0	0	**2**
13:45	0	0	0	0	**0**	1	0	0	0	**1**
14:00	0	0	0	0	**0**	1	0	0	0	**1**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	1	0	0	0	**1**	4	0	0	0	**4**
14:45	0	0	0	0	**0**	2	0	0	0	**2**
15:00	0	0	0	0	**0**	2	0	0	0	**2**
15:15	0	0	0	0	**0**	4	0	0	0	**4**
15:30	1	0	0	0	**1**	1	0	0	0	**1**
15:45	2	0	0	0	**2**	2	0	0	0	**2**
16:00	0	0	0	0	**0**	4	0	0	0	**4**
16:15	0	0	0	0	**0**	2	0	0	0	**2**
16:30	3	0	0	0	**3**	12	0	0	0	**12**
16:45	1	0	0	0	**1**	5	0	0	0	**5**
17:00	0	0	0	0	**0**	3	0	0	0	**3**
17:15	3	0	0	0	**3**	7	0	0	0	**7**
17:30	5	0	0	0	**5**	22	0	0	0	**22**
17:45	9	0	0	0	**9**	12	0	0	0	**12**
18:00	7	0	0	0	**7**	65	0	0	0	**65**
18:15	12	0	0	0	**12**	33	0	0	0	**33**
18:30	2	0	0	0	**2**	5	0	0	0	**5**
18:45	2	0	0	0	**2**	1	0	0	0	**1**
19:00	2	0	0	0	**2**	5	0	0	0	**5**
19:15	1	0	0	0	**1**	3	0	0	0	**3**
19:30	0	0	0	0	**0**	2	0	0	0	**2**
19:45	1	0	0	0	**1**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	2	0	0	0	**2**
20:15	0	0	0	0	**0**	1	0	0	0	**1**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	2	0	0	0	**2**	2	0	0	0	**2**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	1	0	0	0	**1**	2	0	0	0	**2**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 6
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	1	0	0	0	**1**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	1	0	0	0	**1**	6	0	0	0	**6**
23:30	2	0	0	0	**2**	5	0	0	0	**5**
23:45	0	0	0	0	**0**	2	0	0	0	**2**
	169	**0**	**0**	**0**	**169**	**331**	**0**	**0**	**0**	**331**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 7
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	0	0	0	0	**0**	0	0	0	0	**0**
5:15	0	0	0	0	**0**	0	0	0	0	**0**
5:30	0	0	0	0	**0**	0	0	0	0	**0**
5:45	0	0	0	0	**0**	0	0	0	0	**0**
6:00	0	0	0	0	**0**	0	0	0	0	**0**
6:15	0	0	0	0	**0**	0	0	0	0	**0**
6:30	0	0	0	0	**0**	0	0	0	0	**0**
6:45	0	0	0	0	**0**	0	0	0	0	**0**
7:00	0	0	0	0	**0**	0	0	0	0	**0**
7:15	0	0	0	0	**0**	0	0	0	0	**0**
7:30	0	0	0	0	**0**	0	0	0	0	**0**
7:45	0	0	0	0	**0**	0	0	0	0	**0**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 7
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	0	0	0	0	**0**
12:15	0	0	0	0	**0**	0	0	0	0	**0**
12:30	0	0	0	0	**0**	0	0	0	0	**0**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	0	0	0	0	**0**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	0	0	0	0	**0**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	0	0	0	0	**0**
15:15	0	0	0	0	**0**	0	0	0	0	**0**
15:30	0	0	0	0	**0**	0	0	0	0	**0**
15:45	0	0	0	0	**0**	0	0	0	0	**0**
16:00	0	0	0	0	**0**	0	0	0	0	**0**
16:15	0	0	0	0	**0**	0	0	0	0	**0**
16:30	0	0	0	0	**0**	0	0	0	0	**0**
16:45	0	0	0	0	**0**	0	0	0	0	**0**
17:00	0	0	0	0	**0**	0	0	0	0	**0**
17:15	0	0	0	0	**0**	0	0	0	0	**0**
17:30	0	0	0	0	**0**	0	0	0	0	**0**
17:45	0	0	0	0	**0**	0	0	0	0	**0**
18:00	0	0	0	0	**0**	0	0	0	0	**0**
18:15	0	0	0	0	**0**	0	0	0	0	**0**
18:30	0	0	0	0	**0**	0	0	0	0	**0**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 7
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 8
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	1	0	**1**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	5	0	0	**5**	0	0	0	0	**0**
0:45	0	1	1	0	**2**	0	0	0	0	**0**
1:00	0	0	0	1	**1**	0	0	1	0	**1**
1:15	0	0	0	1	**1**	0	0	0	0	**0**
1:30	0	1	0	2	**3**	0	0	0	1	**1**
1:45	0	0	0	1	**1**	0	0	1	0	**1**
2:00	0	0	0	1	**1**	0	3	0	0	**3**
2:15	0	0	0	1	**1**	0	2	1	0	**3**
2:30	0	0	1	0	**1**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	1	**1**
3:15	0	0	0	0	**0**	0	0	0	2	**2**
3:30	0	0	0	0	**0**	0	0	1	0	**1**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	1	**1**	0	0	0	0	**0**
4:15	0	0	1	0	**1**	0	0	1	0	**1**
4:30	0	0	0	0	**0**	0	0	0	2	**2**
4:45	0	0	1	0	**1**	0	0	0	1	**1**
5:00	0	0	0	1	**1**	0	0	0	0	**0**
5:15	0	0	0	0	**0**	0	0	1	1	**2**
5:30	0	0	0	0	**0**	0	0	0	0	**0**
5:45	0	0	0	0	**0**	0	0	0	0	**0**
6:00	0	0	0	0	**0**	0	0	0	0	**0**
6:15	0	0	0	0	**0**	0	0	0	0	**0**
6:30	0	0	0	1	**1**	0	0	0	0	**0**
6:45	0	0	0	1	**1**	0	0	0	0	**0**
7:00	1	0	1	3	**5**	0	0	1	0	**1**
7:15	0	0	0	0	**0**	0	1	2	0	**3**
7:30	0	0	1	1	**2**	0	0	0	0	**0**
7:45	0	0	0	0	**0**	0	0	2	1	**3**
8:00	0	0	1	2	**3**	0	0	0	1	**1**
8:15	0	0	1	0	**1**	0	0	1	1	**2**
8:30	0	0	0	0	**0**	0	0	1	0	**1**
8:45	0	0	0	0	**0**	0	0	0	1	**1**
9:00	0	0	1	0	**1**	1	0	0	0	**1**
9:15	0	0	0	3	**3**	0	0	0	1	**1**
9:30	0	0	0	2	**2**	0	0	0	1	**1**
9:45	0	1	1	2	**4**	0	0	1	0	**1**
10:00	0	0	0	1	**1**	0	0	0	1	**1**
10:15	1	0	3	1	**5**	0	1	1	1	**3**
10:30	0	0	0	1	**1**	1	0	0	1	**2**
10:45	0	0	1	2	**3**	0	0	1	1	**2**
11:00	0	2	4	2	**8**	0	1	1	2	**4**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 8
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	2	3	**5**
11:30	0	0	1	3	**4**	0	1	0	1	**2**
11:45	1	1	1	2	**5**	0	0	0	3	**3**
12:00	1	0	3	1	**5**	0	1	1	1	**3**
12:15	0	0	0	0	**0**	1	2	0	7	**10**
12:30	0	0	0	4	**4**	0	0	1	1	**2**
12:45	0	4	0	1	**5**	0	0	1	1	**2**
13:00	0	3	2	2	**7**	0	0	2	0	**2**
13:15	0	0	1	0	**1**	0	0	1	1	**2**
13:30	0	3	0	1	**4**	0	0	1	0	**1**
13:45	0	0	0	1	**1**	0	1	0	1	**2**
14:00	1	0	0	1	**2**	1	3	0	0	**4**
14:15	0	0	1	1	**2**	0	4	0	0	**4**
14:30	1	0	0	0	**1**	0	0	0	1	**1**
14:45	0	1	0	1	**2**	1	0	0	0	**1**
15:00	0	0	0	2	**2**	0	0	1	1	**2**
15:15	0	0	0	0	**0**	0	2	0	3	**5**
15:30	0	0	1	1	**2**	0	1	0	2	**3**
15:45	0	0	1	1	**2**	0	0	1	0	**1**
16:00	0	0	0	0	**0**	0	0	0	0	**0**
16:15	0	0	1	0	**1**	0	0	0	1	**1**
16:30	0	0	0	2	**2**	0	0	0	1	**1**
16:45	0	0	1	2	**3**	0	0	0	1	**1**
17:00	0	1	0	1	**2**	1	0	1	1	**3**
17:15	0	0	1	0	**1**	0	0	1	2	**3**
17:30	0	0	0	2	**2**	0	0	0	0	**0**
17:45	0	0	2	1	**3**	0	0	0	4	**4**
18:00	0	0	1	0	**1**	0	0	0	1	**1**
18:15	0	0	0	2	**2**	0	0	1	1	**2**
18:30	0	0	0	1	**1**	0	0	2	0	**2**
18:45	0	0	0	1	**1**	0	0	0	0	**0**
19:00	0	0	0	2	**2**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	1	0	**1**
19:30	0	0	0	1	**1**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	1	**1**
20:00	0	0	1	1	**2**	0	0	0	0	**0**
20:15	0	0	0	1	**1**	0	0	1	0	**1**
20:30	0	0	0	1	**1**	0	0	1	0	**1**
20:45	1	0	0	0	**1**	0	0	0	6	**6**
21:00	0	0	0	1	**1**	0	0	0	1	**1**
21:15	0	0	0	3	**3**	0	0	0	1	**1**
21:30	0	0	1	1	**2**	0	0	1	0	**1**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	1	1	**2**	0	0	1	1	**2**
22:15	0	0	3	1	**4**	0	0	1	1	**2**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 8
9/20/2017
Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	2	0	**2**
22:45	0	1	0	1	**2**
23:00	0	1	0	0	**1**
23:15	0	0	0	0	**0**
23:30	0	0	0	0	**0**
23:45	0	0	0	0	**0**
	7	**25**	**43**	**79**	**154**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	0	0	0	1	**1**
	0	0	2	0	**2**
	0	0	1	4	**5**
	0	0	0	1	**1**
	0	0	0	2	**2**
	0	0	0	0	**0**
	6	**23**	**43**	**77**	**149**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 9
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	1	0	0	0	**1**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	2	0	0	0	**2**
1:00	0	0	0	0	**0**	2	0	0	0	**2**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	1	0	0	0	**1**
2:30	0	0	0	0	**0**	1	0	0	0	**1**
2:45	0	0	0	0	**0**	1	0	0	0	**1**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	30	0	0	0	**30**
3:45	1	0	0	0	**1**	10	0	0	0	**10**
4:00	0	0	0	0	**0**	3	0	0	0	**3**
4:15	0	0	0	0	**0**	5	0	0	0	**5**
4:30	1	0	0	0	**1**	2	0	0	0	**2**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	2	0	0	0	**2**	1	0	0	0	**1**
5:15	7	0	0	0	**7**	2	0	0	0	**2**
5:30	8	0	0	0	**8**	1	0	0	0	**1**
5:45	47	0	0	0	**47**	1	0	0	0	**1**
6:00	2	0	0	0	**2**	4	0	0	0	**4**
6:15	0	0	0	0	**0**	1	0	0	0	**1**
6:30	0	0	0	0	**0**	0	0	0	0	**0**
6:45	2	0	0	0	**2**	1	0	0	0	**1**
7:00	0	0	0	0	**0**	1	0	0	0	**1**
7:15	1	0	0	0	**1**	0	0	0	0	**0**
7:30	1	0	0	0	**1**	1	0	0	0	**1**
7:45	1	0	0	0	**1**	1	0	0	0	**1**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	1	0	0	0	**1**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	1	0	0	0	**1**
10:30	0	0	0	0	**0**	2	0	0	0	**2**
10:45	1	0	0	0	**1**	1	0	0	0	**1**
11:00	1	0	0	0	**1**	1	0	0	0	**1**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 9
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	1	0	0	0	**1**
11:30	0	0	0	0	**0**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	0	0	0	0	**0**
12:15	0	0	0	0	**0**	1	0	0	0	**1**
12:30	1	0	0	0	**1**	0	0	0	0	**0**
12:45	0	0	0	0	**0**	1	0	0	1	**2**
13:00	0	0	0	0	**0**	2	0	0	0	**2**
13:15	0	0	0	0	**0**	1	0	0	0	**1**
13:30	1	0	0	0	**1**	0	0	0	0	**0**
13:45	0	0	0	0	**0**	1	0	0	0	**1**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	2	0	0	0	**2**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	0	0	0	0	**0**
15:15	0	0	0	0	**0**	0	0	0	0	**0**
15:30	0	0	0	0	**0**	2	0	0	0	**2**
15:45	0	0	0	0	**0**	0	0	0	0	**0**
16:00	2	0	0	0	**2**	1	0	0	0	**1**
16:15	14	0	0	0	**14**	3	0	0	0	**3**
16:30	12	0	0	0	**12**	44	0	0	0	**44**
16:45	16	0	0	0	**16**	22	0	0	0	**22**
17:00	1	0	0	0	**1**	6	0	0	0	**6**
17:15	2	0	0	0	**2**	2	0	0	0	**2**
17:30	1	0	0	0	**1**	3	0	0	0	**3**
17:45	0	0	0	0	**0**	1	0	0	0	**1**
18:00	0	0	0	0	**0**	3	0	0	0	**3**
18:15	0	0	0	0	**0**	0	0	0	0	**0**
18:30	0	0	0	0	**0**	1	0	0	0	**1**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	1	0	0	0	**1**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	1	0	0	0	**1**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	1	0	0	0	**1**
21:30	0	0	0	0	**0**	5	0	0	0	**5**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	2	0	0	0	**2**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 9
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	1	0	0	0	**1**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	0	0	0	0	**0**
23:30	1	0	0	0	**1**	2	0	0	0	**2**
23:45	0	0	0	0	**0**	2	0	0	0	**2**
	128	**0**	**0**	**0**	**128**	**188**	**0**	**0**	**1**	**189**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 10
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	2	0	0	0	**2**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	2	0	0	0	**2**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	2	0	0	0	**2**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	1	0	0	0	**1**
3:15	0	0	0	0	**0**	2	0	0	0	**2**
3:30	2	0	0	0	**2**	35	0	0	0	**35**
3:45	1	0	0	0	**1**	17	0	0	0	**17**
4:00	1	0	0	0	**1**	3	0	0	0	**3**
4:15	1	0	0	0	**1**	4	0	0	0	**4**
4:30	3	0	0	0	**3**	1	0	0	0	**1**
4:45	3	0	0	0	**3**	2	0	0	0	**2**
5:00	7	0	0	0	**7**	5	0	0	0	**5**
5:15	46	0	0	0	**46**	4	0	0	0	**4**
5:30	52	0	0	0	**52**	0	0	0	0	**0**
5:45	33	0	0	0	**33**	1	0	0	0	**1**
6:00	5	0	0	0	**5**	2	0	0	0	**2**
6:15	1	0	0	0	**1**	0	0	0	0	**0**
6:30	2	0	0	0	**2**	3	0	0	0	**3**
6:45	5	0	0	0	**5**	0	0	0	0	**0**
7:00	5	0	0	0	**5**	3	0	0	0	**3**
7:15	4	0	0	0	**4**	0	0	0	0	**0**
7:30	4	0	0	0	**4**	0	0	0	0	**0**
7:45	1	0	0	0	**1**	0	0	0	0	**0**
8:00	1	0	0	0	**1**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	1	0	0	0	**1**
8:30	1	0	0	0	**1**	0	0	0	0	**0**
8:45	2	0	0	0	**2**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	1	0	0	0	**1**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	1	0	0	0	**1**	0	0	0	0	**0**
9:45	2	0	0	0	**2**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	1	0	0	0	**1**	1	0	0	0	**1**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	1	0	0	0	**1**	1	0	0	0	**1**
11:00	2	0	0	0	**2**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 10
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	0	0	0	**1**	0	0	0	0	**0**
11:30	2	0	0	0	**2**	3	0	0	0	**3**
11:45	1	0	0	0	**1**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	0	0	0	0	**0**
12:15	1	0	0	0	**1**	1	0	0	0	**1**
12:30	0	0	0	0	**0**	6	0	0	0	**6**
12:45	0	0	0	0	**0**	2	0	0	0	**2**
13:00	0	0	0	0	**0**	2	0	0	0	**2**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	1	0	0	0	**1**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	1	0	0	0	**1**	1	0	0	0	**1**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	0	0	0	0	**0**
15:15	1	0	0	0	**1**	1	0	0	0	**1**
15:30	3	0	0	0	**3**	3	0	0	0	**3**
15:45	10	0	0	0	**10**	10	0	0	0	**10**
16:00	7	0	0	0	**7**	7	0	0	0	**7**
16:15	15	0	0	0	**15**	15	0	0	0	**15**
16:30	29	0	0	0	**29**	29	0	0	0	**29**
16:45	36	0	0	0	**36**	36	0	0	0	**36**
17:00	12	0	0	0	**12**	12	0	0	0	**12**
17:15	5	0	0	0	**5**	5	0	0	0	**5**
17:30	1	0	0	0	**1**	1	0	0	0	**1**
17:45	5	0	0	0	**5**	5	0	0	0	**5**
18:00	8	0	0	0	**8**	8	0	0	0	**8**
18:15	3	0	0	0	**3**	3	0	0	0	**3**
18:30	1	0	0	0	**1**	1	0	0	0	**1**
18:45	2	0	0	0	**2**	2	0	0	0	**2**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	1	0	0	0	**1**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	1	0	0	0	**1**
20:45	1	0	0	0	**1**	0	0	0	0	**0**
21:00	1	0	0	0	**1**	0	0	0	0	**0**
21:15	3	0	0	0	**3**	5	0	0	0	**5**
21:30	2	0	0	0	**2**	2	0	0	0	**2**
21:45	2	0	0	0	**2**	1	0	0	0	**1**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	1	0	0	0	**1**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 10
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	1	0	0	0	**1**	1	0	0	0	**1**
22:45	0	0	0	0	**0**	3	0	0	0	**3**
23:00	0	0	0	0	**0**	1	0	0	0	**1**
23:15	0	0	0	0	**0**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	1	0	0	0	**1**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	341	**0**	**0**	**0**	**341**	**264**	**0**	**0**	**0**	**264**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
TOTAL DRIVEWAYS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	2	0	0	0	**2**	11	0	1	0	**12**
0:15	1	0	0	0	**1**	4	0	0	0	**4**
0:30	2	5	0	0	**7**	2	0	0	0	**2**
0:45	0	1	1	0	**2**	11	0	0	0	**11**
1:00	0	1	0	1	**2**	12	0	1	0	**13**
1:15	1	0	0	1	**2**	2	0	0	0	**2**
1:30	3	1	0	2	**6**	16	0	0	1	**17**
1:45	3	0	0	1	**4**	11	0	1	0	**12**
2:00	1	0	0	1	**2**	10	3	0	0	**13**
2:15	5	0	0	1	**6**	31	2	1	0	**34**
2:30	7	0	1	0	**8**	31	0	0	0	**31**
2:45	4	0	0	0	**4**	12	0	0	0	**12**
3:00	4	0	0	0	**4**	12	0	0	1	**13**
3:15	4	0	0	0	**4**	21	1	0	2	**24**
3:30	7	0	0	0	**7**	194	0	1	0	**195**
3:45	6	0	0	0	**6**	110	0	0	0	**110**
4:00	6	1	0	1	**8**	34	0	0	0	**34**
4:15	10	0	1	0	**11**	40	0	1	0	**41**
4:30	27	0	0	0	**27**	155	0	0	2	**157**
4:45	41	0	1	0	**42**	54	0	0	1	**55**
5:00	63	0	0	1	**64**	257	0	0	0	**257**
5:15	125	0	0	0	**125**	87	0	1	1	**89**
5:30	183	0	0	0	**183**	18	0	0	0	**18**
5:45	237	1	0	0	**238**	10	1	0	0	**11**
6:00	62	1	0	0	**63**	16	0	0	0	**16**
6:15	66	0	0	0	**66**	20	1	0	0	**21**
6:30	152	1	0	1	**154**	22	0	0	0	**22**
6:45	201	0	0	1	**202**	28	0	0	0	**28**
7:00	173	0	1	4	**178**	31	0	1	1	**33**
7:15	204	0	0	0	**204**	34	1	2	0	**37**
7:30	68	0	1	1	**70**	14	0	0	0	**14**
7:45	36	0	0	0	**36**	5	0	2	1	**8**
8:00	21	0	1	2	**24**	4	0	0	1	**5**
8:15	32	0	1	0	**33**	8	0	1	1	**10**
8:30	24	0	0	0	**24**	10	0	1	0	**11**
8:45	28	0	0	0	**28**	5	0	0	1	**6**
9:00	10	0	1	0	**11**	6	0	0	0	**6**
9:15	7	0	0	3	**10**	2	0	0	1	**3**
9:30	7	0	0	2	**9**	3	0	0	1	**4**
9:45	15	1	1	2	**19**	7	0	1	0	**8**
10:00	5	0	0	1	**6**	4	0	0	1	**5**
10:15	11	0	3	1	**15**	11	1	1	1	**14**
10:30	5	0	0	1	**6**	14	0	0	1	**15**
10:45	7	0	1	2	**10**	16	0	1	1	**18**
11:00	15	2	4	2	**23**	9	1	1	2	**13**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
TOTAL DRIVEWAYS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	12	0	1	0	**13**	9	0	2	3	**14**
11:30	10	0	1	3	**14**	31	2	0	1	**34**
11:45	6	1	1	2	**10**	22	0	0	3	**25**
12:00	14	0	3	1	**18**	16	1	1	1	**19**
12:15	17	0	0	0	**17**	12	2	0	7	**21**
12:30	12	0	0	4	**16**	25	0	1	1	**27**
12:45	8	6	0	1	**15**	31	0	1	2	**34**
13:00	10	3	2	2	**17**	34	0	2	0	**36**
13:15	8	0	1	0	**9**	11	0	1	1	**13**
13:30	4	3	0	1	**8**	22	1	1	0	**24**
13:45	3	0	0	1	**4**	8	1	0	1	**10**
14:00	6	0	0	1	**7**	13	3	0	0	**16**
14:15	7	0	1	1	**9**	14	4	0	0	**18**
14:30	10	0	0	0	**10**	23	0	0	1	**24**
14:45	10	1	0	1	**12**	17	0	0	0	**17**
15:00	4	0	0	2	**6**	17	0	1	1	**19**
15:15	9	0	0	0	**9**	17	2	0	3	**22**
15:30	20	0	1	1	**22**	24	1	0	2	**27**
15:45	37	0	1	1	**39**	28	0	1	0	**29**
16:00	43	0	0	0	**43**	36	0	0	0	**36**
16:15	105	0	1	0	**106**	37	0	0	1	**38**
16:30	176	0	0	2	**178**	239	0	0	1	**240**
16:45	150	0	1	2	**153**	139	0	0	1	**140**
17:00	67	1	0	1	**69**	72	0	1	1	**74**
17:15	92	0	1	0	**93**	63	0	1	2	**66**
17:30	142	0	0	2	**144**	246	0	0	0	**246**
17:45	146	0	2	1	**149**	112	0	0	4	**116**
18:00	163	0	1	0	**164**	311	0	0	1	**312**
18:15	145	0	0	2	**147**	131	0	1	1	**133**
18:30	29	0	0	1	**30**	43	0	2	0	**45**
18:45	17	0	0	1	**18**	20	0	0	0	**20**
19:00	11	0	0	2	**13**	19	0	0	0	**19**
19:15	11	1	0	0	**12**	13	0	1	0	**14**
19:30	9	0	0	1	**10**	15	0	0	0	**15**
19:45	3	0	0	0	**3**	6	0	0	1	**7**
20:00	8	0	1	1	**10**	12	0	0	0	**12**
20:15	0	0	0	1	**1**	4	0	1	0	**5**
20:30	1	0	0	1	**2**	6	0	1	0	**7**
20:45	7	0	0	0	**7**	4	0	0	6	**10**
21:00	5	0	0	1	**6**	3	1	0	1	**5**
21:15	10	1	0	3	**14**	26	0	0	1	**27**
21:30	18	0	1	1	**20**	18	0	1	0	**19**
21:45	19	0	0	0	**19**	15	0	0	0	**15**
22:00	4	0	1	1	**6**	11	0	1	1	**13**
22:15	8	0	3	1	**12**	11	1	1	1	**14**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
TOTAL DRIVEWAYS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	9	0	2	0	**11**	30	0	0	1	**31**
22:45	18	1	0	1	**20**	15	0	2	0	**17**
23:00	12	1	0	0	**13**	12	0	1	4	**17**
23:15	11	0	0	0	**11**	29	0	0	1	**30**
23:30	10	0	0	0	**10**	27	0	0	2	**29**
23:45	5	0	0	0	**5**	25	0	0	0	**25**
	3552	**34**	**44**	**80**	**3710**	**3538**	**30**	**43**	**79**	**3690**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 1
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	1	0	0	0	**1**
0:15	2	0	0	0	**2**	3	0	0	0	**3**
0:30	1	0	0	0	**1**	2	0	0	0	**2**
0:45	2	0	0	0	**2**	1	0	0	0	**1**
1:00	0	0	0	0	**0**	1	0	0	0	**1**
1:15	1	0	0	0	**1**	5	0	0	0	**5**
1:30	1	0	0	0	**1**	3	0	0	0	**3**
1:45	2	0	0	0	**2**	1	0	0	0	**1**
2:00	1	1	0	0	**2**	3	0	0	0	**3**
2:15	1	0	0	0	**1**	0	0	0	0	**0**
2:30	1	0	0	0	**1**	0	0	0	0	**0**
2:45	1	0	0	0	**1**	1	0	0	0	**1**
3:00	3	0	0	0	**3**	6	0	0	0	**6**
3:15	0	0	0	0	**0**	2	0	0	0	**2**
3:30	3	0	0	0	**3**	68	0	0	0	**68**
3:45	2	0	0	0	**2**	30	0	0	0	**30**
4:00	2	1	0	0	**3**	14	0	0	0	**14**
4:15	7	0	0	0	**7**	13	0	0	0	**13**
4:30	4	0	0	0	**4**	16	0	0	0	**16**
4:45	11	0	0	0	**11**	6	0	0	0	**6**
5:00	25	0	0	0	**25**	18	0	0	0	**18**
5:15	42	0	0	0	**42**	4	0	0	0	**4**
5:30	95	0	0	0	**95**	1	0	0	0	**1**
5:45	95	0	0	0	**95**	0	0	0	0	**0**
6:00	25	0	0	0	**25**	6	0	0	0	**6**
6:15	23	0	0	0	**23**	2	0	0	0	**2**
6:30	33	0	0	0	**33**	1	0	0	0	**1**
6:45	46	0	0	0	**46**	2	0	0	0	**2**
7:00	27	0	0	0	**27**	0	0	0	0	**0**
7:15	26	0	0	0	**26**	2	0	0	0	**2**
7:30	7	0	0	0	**7**	1	0	0	0	**1**
7:45	4	0	0	0	**4**	0	0	0	0	**0**
8:00	9	0	0	0	**9**	1	0	0	0	**1**
8:15	11	1	0	0	**12**	0	0	0	0	**0**
8:30	7	0	0	0	**7**	5	0	0	0	**5**
8:45	6	0	0	0	**6**	0	0	0	0	**0**
9:00	4	0	0	0	**4**	0	0	0	0	**0**
9:15	1	0	0	0	**1**	0	0	0	0	**0**
9:30	1	0	0	0	**1**	2	0	0	0	**2**
9:45	7	0	0	0	**7**	0	0	0	0	**0**
10:00	0	1	0	0	**1**	0	0	0	0	**0**
10:15	2	0	0	0	**2**	1	0	0	0	**1**
10:30	5	0	0	0	**5**	7	0	0	0	**7**
10:45	7	0	0	0	**7**	0	0	0	0	**0**
11:00	5	0	0	0	**5**	1	0	0	0	**1**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 1
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	6	0	0	0	**6**	4	0	0	0	**4**
11:30	3	0	0	0	**3**	7	0	0	0	**7**
11:45	6	0	0	0	**6**	1	0	0	0	**1**
12:00	4	0	0	0	**4**	2	0	0	0	**2**
12:15	3	0	0	0	**3**	0	0	0	0	**0**
12:30	4	0	0	0	**4**	5	0	0	0	**5**
12:45	6	1	0	0	**7**	1	0	0	0	**1**
13:00	1	0	0	0	**1**	1	0	0	0	**1**
13:15	4	0	0	0	**4**	0	0	0	0	**0**
13:30	3	0	0	0	**3**	3	1	0	0	**4**
13:45	1	0	0	0	**1**	2	0	0	0	**2**
14:00	2	0	0	0	**2**	4	0	0	0	**4**
14:15	0	0	0	0	**0**	1	1	0	0	**2**
14:30	1	0	0	0	**1**	7	0	0	0	**7**
14:45	6	0	0	0	**6**	1	0	0	0	**1**
15:00	6	0	0	0	**6**	5	0	0	0	**5**
15:15	7	0	0	0	**7**	4	0	0	0	**4**
15:30	12	0	0	0	**12**	10	0	0	0	**10**
15:45	3	0	0	0	**3**	3	0	0	0	**3**
16:00	3	0	0	0	**3**	3	0	0	0	**3**
16:15	0	0	0	0	**0**	0	0	0	0	**0**
16:30	74	0	0	0	**74**	39	0	0	0	**39**
16:45	44	0	0	0	**44**	13	0	0	0	**13**
17:00	24	0	0	0	**24**	9	0	0	0	**9**
17:15	33	0	0	0	**33**	5	0	0	0	**5**
17:30	45	0	0	0	**45**	11	0	0	0	**11**
17:45	41	0	0	0	**41**	5	0	0	0	**5**
18:00	57	0	0	0	**57**	3	0	0	0	**3**
18:15	36	0	0	0	**36**	3	0	0	0	**3**
18:30	5	0	0	0	**5**	5	0	0	0	**5**
18:45	4	0	0	0	**4**	1	0	0	0	**1**
19:00	1	0	0	0	**1**	1	0	0	0	**1**
19:15	1	0	0	0	**1**	2	0	0	0	**2**
19:30	1	0	0	0	**1**	1	0	0	0	**1**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	1	0	0	0	**1**
20:15	1	0	0	0	**1**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	1	0	0	0	**1**	1	0	0	0	**1**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	1	0	0	0	**1**	0	0	0	0	**0**
21:45	1	0	0	0	**1**	1	0	0	0	**1**
22:00	0	0	0	0	**0**	4	0	0	0	**4**
22:15	4	0	0	0	**4**	8	0	0	0	**8**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 1
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	1	0	0	0	**1**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	1	0	0	0	**1**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	1	0	0	0	**1**	1	0	0	0	**1**
23:30	2	0	0	0	**2**	2	0	0	0	**2**
23:45	1	0	0	0	**1**	0	0	0	0	**0**
	1018	**5**	**0**	**0**	**1023**	**411**	**2**	**0**	**0**	**413**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 2
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	7	0	0	0	**7**
0:15	1	0	0	0	**1**	5	0	0	0	**5**
0:30	1	0	0	0	**1**	5	0	0	0	**5**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	1	0	0	0	**1**	3	0	0	0	**3**
1:15	0	0	0	0	**0**	3	0	0	0	**3**
1:30	1	0	0	0	**1**	6	0	0	0	**6**
1:45	1	0	0	0	**1**	2	0	0	0	**2**
2:00	0	0	0	0	**0**	5	1	0	0	**6**
2:15	0	0	0	0	**0**	5	0	0	0	**5**
2:30	0	0	0	0	**0**	10	0	0	0	**10**
2:45	1	0	0	0	**1**	3	0	0	0	**3**
3:00	1	0	0	0	**1**	7	0	0	0	**7**
3:15	1	0	0	0	**1**	2	0	0	0	**2**
3:30	3	0	0	0	**3**	51	0	0	0	**51**
3:45	2	0	0	0	**2**	25	0	0	0	**25**
4:00	4	0	0	0	**4**	11	0	0	0	**11**
4:15	1	0	0	0	**1**	9	0	0	0	**9**
4:30	2	0	0	0	**2**	42	0	0	0	**42**
4:45	10	0	0	0	**10**	13	0	0	0	**13**
5:00	9	1	0	0	**10**	67	0	0	0	**67**
5:15	5	0	0	0	**5**	15	0	0	0	**15**
5:30	10	0	0	0	**10**	13	0	0	0	**13**
5:45	24	0	0	0	**24**	4	0	0	0	**4**
6:00	12	0	0	0	**12**	8	0	0	0	**8**
6:15	13	0	0	0	**13**	4	0	0	0	**4**
6:30	58	0	0	0	**58**	7	0	0	0	**7**
6:45	39	0	0	0	**39**	11	0	0	0	**11**
7:00	19	0	0	0	**19**	16	0	0	0	**16**
7:15	14	0	0	0	**14**	20	0	0	0	**20**
7:30	4	0	0	0	**4**	7	0	0	0	**7**
7:45	1	0	0	0	**1**	1	0	0	0	**1**
8:00	0	0	0	0	**0**	3	0	0	0	**3**
8:15	5	0	0	0	**5**	0	0	0	0	**0**
8:30	2	0	0	0	**2**	0	0	0	0	**0**
8:45	2	0	0	0	**2**	1	0	0	0	**1**
9:00	1	0	0	0	**1**	1	0	0	0	**1**
9:15	0	0	0	0	**0**	1	0	0	0	**1**
9:30	1	0	0	0	**1**	0	0	0	0	**0**
9:45	1	0	0	0	**1**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	1	0	0	0	**1**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	2	0	0	0	**2**
11:00	2	0	0	0	**2**	4	0	0	0	**4**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 2
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	2	0	0	0	**2**	2	0	0	0	**2**
11:30	2	0	0	0	**2**	3	0	0	0	**3**
11:45	2	0	0	0	**2**	2	0	0	0	**2**
12:00	2	0	0	0	**2**	2	1	0	0	**3**
12:15	3	0	0	0	**3**	6	0	0	0	**6**
12:30	3	1	0	0	**4**	2	0	0	0	**2**
12:45	1	0	0	0	**1**	2	1	0	0	**3**
13:00	4	1	0	0	**5**	3	0	0	0	**3**
13:15	1	0	0	0	**1**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	5	0	0	0	**5**
13:45	0	0	0	0	**0**	4	1	0	0	**5**
14:00	4	0	0	0	**4**	2	0	0	0	**2**
14:15	0	0	0	0	**0**	4	0	0	0	**4**
14:30	0	0	0	0	**0**	3	0	0	0	**3**
14:45	1	0	0	0	**1**	2	0	0	0	**2**
15:00	0	0	0	0	**0**	5	0	0	0	**5**
15:15	2	0	0	0	**2**	9	0	0	0	**9**
15:30	5	0	0	0	**5**	11	0	0	0	**11**
15:45	11	0	0	0	**11**	8	0	0	0	**8**
16:00	31	0	0	0	**31**	12	0	0	0	**12**
16:15	62	0	0	0	**62**	10	0	0	0	**10**
16:30	24	0	0	0	**24**	85	0	0	0	**85**
16:45	16	0	0	0	**16**	31	0	0	0	**31**
17:00	3	0	0	0	**3**	11	0	0	0	**11**
17:15	17	0	0	0	**17**	19	0	0	0	**19**
17:30	29	0	0	0	**29**	56	0	0	0	**56**
17:45	36	0	0	0	**36**	30	0	0	0	**30**
18:00	36	0	0	0	**36**	60	0	0	0	**60**
18:15	28	0	0	0	**28**	29	0	0	0	**29**
18:30	6	0	0	0	**6**	10	0	0	0	**10**
18:45	0	1	0	0	**1**	11	0	0	0	**11**
19:00	3	0	0	0	**3**	3	0	0	0	**3**
19:15	4	0	0	0	**4**	2	0	0	0	**2**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	1	0	0	0	**1**	0	0	0	0	**0**
20:00	5	0	0	0	**5**	3	0	0	0	**3**
20:15	2	0	0	0	**2**	1	0	0	0	**1**
20:30	2	0	0	0	**2**	1	0	0	0	**1**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	3	0	0	0	**3**	2	0	0	0	**2**
21:15	4	0	0	0	**4**	7	0	0	0	**7**
21:30	10	0	0	0	**10**	8	0	0	0	**8**
21:45	17	0	0	0	**17**	5	0	0	0	**5**
22:00	4	0	0	0	**4**	8	0	0	0	**8**
22:15	4	0	0	0	**4**	2	0	0	0	**2**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 2
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	1	0	0	0	**1**	6	0	0	0	**6**
22:45	9	1	0	0	**10**	6	0	0	0	**6**
23:00	1	0	0	0	**1**	4	0	0	0	**4**
23:15	4	0	0	0	**4**	11	0	0	0	**11**
23:30	5	0	0	0	**5**	5	0	0	0	**5**
23:45	8	0	0	0	**8**	5	0	0	0	**5**
	671	**5**	**0**	**0**	**676**	**917**	**4**	**0**	**0**	**921**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 3
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	0	**1**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	2	0	0	0	**2**
0:30	1	0	0	0	**1**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	4	0	0	0	**4**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	1	0	0	0	**1**
2:30	0	0	0	0	**0**	1	0	0	0	**1**
2:45	2	0	0	0	**2**	1	0	0	0	**1**
3:00	0	0	0	0	**0**	4	0	0	0	**4**
3:15	0	0	0	0	**0**	1	0	0	0	**1**
3:30	0	0	0	0	**0**	17	0	0	0	**17**
3:45	1	0	0	0	**1**	13	0	0	0	**13**
4:00	0	0	0	0	**0**	3	0	0	0	**3**
4:15	0	0	0	0	**0**	1	0	0	0	**1**
4:30	3	0	0	0	**3**	26	0	0	0	**26**
4:45	5	0	0	0	**5**	6	0	0	0	**6**
5:00	3	0	0	0	**3**	38	0	0	0	**38**
5:15	2	0	0	0	**2**	14	0	0	0	**14**
5:30	0	0	0	0	**0**	5	0	0	0	**5**
5:45	2	0	0	0	**2**	2	0	0	0	**2**
6:00	6	0	0	0	**6**	3	0	0	0	**3**
6:15	9	0	0	0	**9**	0	0	0	0	**0**
6:30	25	0	0	0	**25**	4	0	0	0	**4**
6:45	43	0	0	0	**43**	4	0	0	0	**4**
7:00	19	0	0	0	**19**	3	0	0	0	**3**
7:15	12	0	0	0	**12**	2	0	0	0	**2**
7:30	4	0	0	0	**4**	3	0	0	0	**3**
7:45	3	0	0	0	**3**	0	0	0	0	**0**
8:00	2	0	0	0	**2**	1	0	0	0	**1**
8:15	3	0	0	0	**3**	1	0	0	0	**1**
8:30	2	0	0	0	**2**	0	0	0	0	**0**
8:45	3	0	0	0	**3**	2	0	0	0	**2**
9:00	1	0	0	0	**1**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	1	0	0	0	**1**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	1	0	0	0	**1**	0	0	0	0	**0**
10:00	1	0	0	0	**1**	1	0	0	0	**1**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	1	0	0	0	**1**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	2	0	0	0	**2**
11:00	2	0	0	0	**2**	1	0	0	0	**1**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 3
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	1	0	0	0	**1**
11:45	1	0	0	0	**1**	1	0	0	0	**1**
12:00	2	0	0	0	**2**	1	0	0	0	**1**
12:15	1	0	0	0	**1**	0	0	0	0	**0**
12:30	1	0	0	0	**1**	0	0	0	0	**0**
12:45	3	0	0	0	**3**	2	0	0	0	**2**
13:00	4	0	0	0	**4**	1	0	0	0	**1**
13:15	2	0	0	0	**2**	0	0	0	0	**0**
13:30	1	0	0	0	**1**	5	0	0	0	**5**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	1	0	0	0	**1**	2	0	0	0	**2**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	2	0	0	0	**2**
14:45	0	0	0	0	**0**	1	0	0	0	**1**
15:00	1	0	0	0	**1**	0	0	0	0	**0**
15:15	1	0	0	0	**1**	5	0	0	0	**5**
15:30	1	0	0	0	**1**	7	0	0	0	**7**
15:45	0	0	0	0	**0**	2	0	0	0	**2**
16:00	0	0	0	0	**0**	1	0	0	0	**1**
16:15	0	0	0	0	**0**	0	0	0	0	**0**
16:30	7	0	0	0	**7**	28	0	0	0	**28**
16:45	4	0	0	0	**4**	7	0	0	0	**7**
17:00	7	0	0	0	**7**	5	0	0	0	**5**
17:15	12	0	0	0	**12**	8	0	0	0	**8**
17:30	17	0	0	0	**17**	55	0	0	0	**55**
17:45	13	0	0	0	**13**	16	0	0	0	**16**
18:00	16	0	0	0	**16**	30	0	0	0	**30**
18:15	21	0	0	0	**21**	16	0	0	0	**16**
18:30	1	0	0	0	**1**	3	0	0	0	**3**
18:45	1	0	0	0	**1**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	1	0	0	0	**1**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	1	0	0	0	**1**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 3
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	1	0	0	0	**1**	2	0	0	0	**2**
23:30	0	0	0	0	**0**	1	0	0	0	**1**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	277	**0**	**0**	**0**	**277**	**370**	**0**	**0**	**0**	**370**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 4
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	5	0	0	0	**5**
0:15	1	0	0	0	**1**	1	0	0	0	**1**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	1	0	0	0	**1**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	1	0	0	0	**1**
1:15	0	0	0	0	**0**	1	0	0	0	**1**
1:30	0	0	0	0	**0**	3	0	0	0	**3**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	5	0	0	0	**5**
2:15	0	0	0	0	**0**	5	1	0	0	**6**
2:30	0	0	0	0	**0**	6	0	0	0	**6**
2:45	0	0	0	0	**0**	1	0	0	0	**1**
3:00	0	0	0	0	**0**	2	0	0	0	**2**
3:15	0	0	0	0	**0**	1	0	0	0	**1**
3:30	0	0	0	0	**0**	9	0	0	0	**9**
3:45	0	0	0	0	**0**	9	0	0	0	**9**
4:00	0	0	0	0	**0**	1	0	0	0	**1**
4:15	0	0	0	0	**0**	4	0	0	0	**4**
4:30	2	0	0	0	**2**	57	0	0	0	**57**
4:45	0	0	0	0	**0**	10	0	0	0	**10**
5:00	0	0	0	0	**0**	59	0	0	0	**59**
5:15	0	0	0	0	**0**	30	0	0	0	**30**
5:30	1	0	0	0	**1**	8	0	0	0	**8**
5:45	0	0	0	0	**0**	3	0	0	0	**3**
6:00	3	0	0	0	**3**	0	0	0	0	**0**
6:15	9	0	0	0	**9**	3	0	0	0	**3**
6:30	16	0	0	0	**16**	1	0	0	0	**1**
6:45	45	0	0	0	**45**	11	0	0	0	**11**
7:00	59	0	0	0	**59**	5	0	0	0	**5**
7:15	103	0	0	0	**103**	8	0	0	0	**8**
7:30	28	0	0	0	**28**	6	0	0	0	**6**
7:45	7	0	0	0	**7**	2	0	0	0	**2**
8:00	7	0	0	0	**7**	1	0	0	0	**1**
8:15	5	0	0	0	**5**	1	0	0	0	**1**
8:30	4	0	0	0	**4**	0	0	0	0	**0**
8:45	4	0	0	0	**4**	2	0	0	0	**2**
9:00	2	0	0	0	**2**	1	0	0	0	**1**
9:15	0	0	0	0	**0**	2	0	0	0	**2**
9:30	1	0	0	0	**1**	1	0	0	0	**1**
9:45	0	0	0	0	**0**	2	0	0	0	**2**
10:00	0	0	0	0	**0**	1	0	0	0	**1**
10:15	0	0	0	0	**0**	1	0	0	0	**1**
10:30	0	0	0	0	**0**	3	0	0	0	**3**
10:45	0	0	0	0	**0**	1	0	0	0	**1**
11:00	1	0	0	0	**1**	2	0	0	0	**2**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 4
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	0	0	0	**1**	3	0	0	0	**3**
11:30	0	0	0	0	**0**	3	0	0	0	**3**
11:45	2	0	0	0	**2**	5	0	0	0	**5**
12:00	2	0	0	0	**2**	4	0	0	0	**4**
12:15	0	0	0	0	**0**	14	0	0	0	**14**
12:30	5	0	0	0	**5**	4	0	0	0	**4**
12:45	1	0	0	0	**1**	6	0	0	0	**6**
13:00	0	0	0	0	**0**	2	0	0	0	**2**
13:15	1	0	0	0	**1**	3	0	0	0	**3**
13:30	1	0	0	0	**1**	3	0	0	0	**3**
13:45	1	0	0	0	**1**	4	0	0	0	**4**
14:00	1	0	0	0	**1**	2	0	0	0	**2**
14:15	0	0	0	0	**0**	2	0	0	0	**2**
14:30	0	0	0	0	**0**	3	0	0	0	**3**
14:45	0	0	0	0	**0**	2	0	0	0	**2**
15:00	2	0	0	0	**2**	11	0	0	0	**11**
15:15	1	0	0	0	**1**	15	0	0	0	**15**
15:30	0	0	0	0	**0**	8	0	0	0	**8**
15:45	0	0	0	0	**0**	14	0	0	0	**14**
16:00	3	0	0	0	**3**	8	0	0	0	**8**
16:15	1	0	0	0	**1**	5	0	0	0	**5**
16:30	2	0	0	0	**2**	18	1	0	0	**19**
16:45	1	0	0	0	**1**	21	0	0	0	**21**
17:00	8	0	0	0	**8**	16	0	0	0	**16**
17:15	4	0	0	0	**4**	14	0	0	0	**14**
17:30	11	0	0	0	**11**	100	0	0	0	**100**
17:45	13	0	0	0	**13**	31	0	0	0	**31**
18:00	9	0	0	0	**9**	110	0	0	0	**110**
18:15	15	0	0	0	**15**	38	0	0	0	**38**
18:30	2	0	0	0	**2**	15	0	0	0	**15**
18:45	1	0	0	0	**1**	3	0	0	0	**3**
19:00	0	0	0	0	**0**	7	0	0	0	**7**
19:15	1	0	0	0	**1**	3	0	0	0	**3**
19:30	0	0	0	0	**0**	2	0	0	0	**2**
19:45	2	0	0	0	**2**	1	0	0	0	**1**
20:00	1	0	0	0	**1**	2	0	0	0	**2**
20:15	0	0	0	0	**0**	1	0	0	0	**1**
20:30	0	0	0	0	**0**	2	0	0	0	**2**
20:45	0	0	0	0	**0**	1	0	0	0	**1**
21:00	1	0	0	0	**1**	5	0	0	0	**5**
21:15	2	0	0	0	**2**	1	0	0	0	**1**
21:30	0	0	0	0	**0**	4	0	0	0	**4**
21:45	2	0	0	0	**2**	1	0	0	0	**1**
22:00	1	0	0	0	**1**	5	0	0	0	**5**
22:15	1	0	0	0	**1**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 4
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	0	0	0	**2**	5	0	0	0	**5**
22:45	6	0	0	0	**6**	8	0	0	0	**8**
23:00	1	0	0	0	**1**	10	0	0	0	**10**
23:15	2	0	0	0	**2**	19	0	0	0	**19**
23:30	2	0	0	0	**2**	6	0	0	0	**6**
23:45	1	0	0	0	**1**	9	0	0	0	**9**
	412	**0**	**0**	**0**	**412**	**854**	**2**	**0**	**0**	**856**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 5
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	2	0	0	0	**2**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	1	0	0	0	**1**
1:45	0	0	0	0	**0**	1	0	0	0	**1**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	1	0	0	0	**1**	0	0	0	0	**0**
2:30	1	0	0	0	**1**	1	0	0	0	**1**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	1	0	0	0	**1**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	1	0	0	0	**1**	1	0	0	0	**1**
4:00	0	0	0	0	**0**	1	0	0	0	**1**
4:15	3	0	0	0	**3**	0	0	0	0	**0**
4:30	2	0	0	0	**2**	2	0	0	0	**2**
4:45	1	0	0	0	**1**	0	0	0	0	**0**
5:00	4	0	0	0	**4**	5	0	0	0	**5**
5:15	6	0	0	0	**6**	3	0	0	0	**3**
5:30	10	0	0	0	**10**	0	0	0	0	**0**
5:45	25	0	0	0	**25**	1	0	0	0	**1**
6:00	9	0	0	0	**9**	0	0	0	0	**0**
6:15	9	0	0	0	**9**	2	0	0	0	**2**
6:30	21	0	0	0	**21**	0	0	0	0	**0**
6:45	53	0	0	0	**53**	0	0	0	0	**0**
7:00	12	0	0	0	**12**	1	0	0	0	**1**
7:15	20	0	0	0	**20**	1	0	0	0	**1**
7:30	4	0	0	0	**4**	0	0	0	0	**0**
7:45	5	0	0	0	**5**	1	0	0	0	**1**
8:00	1	0	0	0	**1**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	1	0	0	0	**1**	2	0	0	0	**2**
8:45	1	0	0	0	**1**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	2	0	0	0	**2**
9:15	1	0	0	0	**1**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	1	0	0	0	**1**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	1	0	0	0	**1**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	1	0	0	0	**1**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 5
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	2	0	0	0	**2**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	0	0	0	0	**0**
11:45	1	0	0	0	**1**	0	0	0	0	**0**
12:00	3	0	0	0	**3**	0	0	0	0	**0**
12:15	2	0	0	0	**2**	0	0	0	0	**0**
12:30	4	0	0	0	**4**	1	0	0	0	**1**
12:45	1	0	0	0	**1**	0	0	0	0	**0**
13:00	3	0	0	0	**3**	0	0	0	0	**0**
13:15	3	0	0	0	**3**	1	0	0	0	**1**
13:30	0	0	0	0	**0**	0	0	0	0	**0**
13:45	1	0	0	0	**1**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	1	0	0	0	**1**	0	0	0	0	**0**
14:30	1	0	0	0	**1**	2	0	0	0	**2**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	3	0	0	0	**3**	0	0	0	0	**0**
15:15	2	0	0	0	**2**	0	0	0	0	**0**
15:30	2	0	0	0	**2**	2	0	0	0	**2**
15:45	1	0	0	0	**1**	2	0	0	0	**2**
16:00	7	0	0	0	**7**	3	0	0	0	**3**
16:15	6	0	0	0	**6**	0	0	0	0	**0**
16:30	17	0	0	0	**17**	5	0	0	0	**5**
16:45	21	0	0	0	**21**	11	0	0	0	**11**
17:00	5	0	0	0	**5**	4	0	0	0	**4**
17:15	21	0	0	0	**21**	2	0	0	0	**2**
17:30	24	0	0	0	**24**	13	0	0	0	**13**
17:45	26	0	0	0	**26**	6	0	0	0	**6**
18:00	30	0	0	0	**30**	15	0	0	0	**15**
18:15	26	0	0	0	**26**	8	0	0	0	**8**
18:30	3	0	0	0	**3**	6	0	0	0	**6**
18:45	2	0	0	0	**2**	2	0	0	0	**2**
19:00	1	0	0	0	**1**	3	0	0	0	**3**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	1	0	0	0	**1**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 5
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	1	0	0	0	**1**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	411	**0**	**0**	**0**	**411**	**118**	**0**	**0**	**0**	**118**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 6
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	2	0	0	0	**2**
0:15	1	0	0	0	**1**	1	0	0	0	**1**
0:30	1	0	0	0	**1**	3	0	0	0	**3**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	1	0	0	0	**1**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	1	0	0	0	**1**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	1	0	0	0	**1**
2:15	0	0	0	0	**0**	1	0	0	0	**1**
2:30	0	0	0	0	**0**	3	0	0	0	**3**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	1	0	0	0	**1**
3:15	0	0	0	0	**0**	2	0	0	0	**2**
3:30	0	0	0	0	**0**	2	0	0	0	**2**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	7	0	0	0	**7**
4:45	0	0	0	0	**0**	3	0	0	0	**3**
5:00	0	0	0	0	**0**	22	0	0	0	**22**
5:15	0	0	0	0	**0**	14	0	0	0	**14**
5:30	1	0	0	0	**1**	5	0	0	0	**5**
5:45	3	0	0	0	**3**	1	0	0	0	**1**
6:00	3	0	0	0	**3**	3	0	0	0	**3**
6:15	0	0	0	0	**0**	0	0	0	0	**0**
6:30	6	0	0	0	**6**	1	0	0	0	**1**
6:45	13	0	0	0	**13**	1	0	0	0	**1**
7:00	17	0	0	0	**17**	2	0	0	0	**2**
7:15	46	0	0	0	**46**	1	0	0	0	**1**
7:30	8	0	0	0	**8**	1	0	0	0	**1**
7:45	2	0	0	0	**2**	0	0	0	0	**0**
8:00	3	0	0	0	**3**	0	0	0	0	**0**
8:15	2	0	0	0	**2**	0	0	0	0	**0**
8:30	2	0	0	0	**2**	0	0	0	0	**0**
8:45	1	0	0	0	**1**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	1	0	0	0	**1**
10:00	1	0	0	0	**1**	1	0	0	0	**1**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	3	0	0	0	**3**	1	0	0	0	**1**
10:45	1	0	0	0	**1**	1	0	0	0	**1**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 6
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	1	0	0	0	**1**
11:30	0	0	0	0	**0**	5	0	0	0	**5**
11:45	0	0	0	0	**0**	2	0	0	0	**2**
12:00	1	0	0	0	**1**	2	0	0	0	**2**
12:15	2	0	0	0	**2**	1	0	0	0	**1**
12:30	0	0	0	0	**0**	4	0	0	0	**4**
12:45	1	0	0	0	**1**	2	0	0	0	**2**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	1	0	0	0	**1**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	1	0	0	0	**1**
13:45	1	0	0	0	**1**	1	0	0	0	**1**
14:00	0	0	0	0	**0**	1	0	0	0	**1**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	2	0	0	0	**2**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	2	0	0	0	**2**
15:15	0	0	0	0	**0**	7	0	0	0	**7**
15:30	1	0	0	0	**1**	5	0	0	0	**5**
15:45	0	0	0	0	**0**	6	0	0	0	**6**
16:00	1	0	0	0	**1**	8	0	0	0	**8**
16:15	1	0	0	0	**1**	3	0	0	0	**3**
16:30	3	0	0	0	**3**	12	0	0	0	**12**
16:45	1	0	0	0	**1**	5	0	0	0	**5**
17:00	0	0	0	0	**0**	7	0	0	0	**7**
17:15	2	0	0	0	**2**	10	0	0	0	**10**
17:30	4	0	0	0	**4**	24	0	0	0	**24**
17:45	7	0	0	0	**7**	15	0	0	0	**15**
18:00	5	0	0	0	**5**	51	0	0	0	**51**
18:15	7	0	0	0	**7**	18	0	0	0	**18**
18:30	0	0	0	0	**0**	9	0	0	0	**9**
18:45	3	0	0	0	**3**	5	0	0	0	**5**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	1	0	0	0	**1**
19:30	0	0	0	0	**0**	2	0	0	0	**2**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	1	0	0	0	**1**	3	0	0	0	**3**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	2	0	0	0	**2**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 6
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	5	0	0	0	**5**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	1	0	0	0	**1**
23:15	0	0	0	0	**0**	1	0	0	0	**1**
23:30	0	0	0	0	**0**	1	0	0	0	**1**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	157	**0**	**0**	**0**	**157**	**307**	**0**	**0**	**0**	**307**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 7
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	0	0	0	0	**0**	0	0	0	0	**0**
5:15	0	0	0	0	**0**	0	0	0	0	**0**
5:30	0	0	0	0	**0**	0	0	0	0	**0**
5:45	0	0	0	0	**0**	0	0	0	0	**0**
6:00	0	0	0	0	**0**	0	0	0	0	**0**
6:15	0	0	0	0	**0**	0	0	0	0	**0**
6:30	0	0	0	0	**0**	0	0	0	0	**0**
6:45	0	0	0	0	**0**	0	0	0	0	**0**
7:00	0	0	0	0	**0**	0	0	0	0	**0**
7:15	0	0	0	0	**0**	0	0	0	0	**0**
7:30	0	0	0	0	**0**	0	0	0	0	**0**
7:45	0	0	0	0	**0**	0	0	0	0	**0**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 7
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	0	0	0	0	**0**
12:15	0	0	0	0	**0**	0	0	0	0	**0**
12:30	0	0	0	0	**0**	0	0	0	0	**0**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	0	0	0	0	**0**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	0	0	0	0	**0**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	0	0	0	0	**0**
15:15	0	0	0	0	**0**	0	0	0	0	**0**
15:30	0	0	0	0	**0**	0	0	0	0	**0**
15:45	0	0	0	0	**0**	0	0	0	0	**0**
16:00	0	0	0	0	**0**	0	0	0	0	**0**
16:15	0	0	0	0	**0**	0	0	0	0	**0**
16:30	0	0	0	0	**0**	0	0	0	0	**0**
16:45	0	0	0	0	**0**	0	0	0	0	**0**
17:00	0	0	0	0	**0**	0	0	0	0	**0**
17:15	0	0	0	0	**0**	0	0	0	0	**0**
17:30	0	0	0	0	**0**	0	0	0	0	**0**
17:45	0	0	0	0	**0**	0	0	0	0	**0**
18:00	0	0	0	0	**0**	0	0	0	0	**0**
18:15	0	0	0	0	**0**	0	0	0	0	**0**
18:30	0	0	0	0	**0**	0	0	0	0	**0**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 7
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 8
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	1	**1**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	1	0	**1**
0:30	0	1	0	3	**4**	0	0	1	0	**1**
0:45	0	5	0	0	**5**	1	0	1	0	**2**
1:00	0	0	1	2	**3**	0	0	1	1	**2**
1:15	0	0	0	1	**1**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	1	0	**1**
1:45	0	0	0	1	**1**	0	0	0	0	**0**
2:00	0	0	3	0	**3**	0	0	1	0	**1**
2:15	0	0	1	1	**2**	0	6	1	0	**7**
2:30	0	0	0	1	**1**	0	0	2	2	**4**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	1	**1**	0	0	1	1	**2**
3:15	0	0	0	0	**0**	0	0	0	2	**2**
3:30	0	0	0	0	**0**	0	0	0	1	**1**
3:45	0	0	0	2	**2**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	0	0	0	1	**1**	1	0	0	0	**1**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	0	0	0	0	**0**	0	0	1	3	**4**
5:00	0	0	0	0	**0**	0	0	0	0	**0**
5:15	0	0	0	1	**1**	0	0	0	0	**0**
5:30	0	0	1	1	**2**	0	0	0	0	**0**
5:45	0	0	0	0	**0**	0	0	0	1	**1**
6:00	0	0	0	0	**0**	0	0	1	0	**1**
6:15	0	0	0	0	**0**	0	0	0	0	**0**
6:30	0	0	0	0	**0**	0	0	0	0	**0**
6:45	0	0	0	0	**0**	0	0	0	0	**0**
7:00	0	0	1	1	**2**	0	0	0	0	**0**
7:15	0	0	0	0	**0**	0	0	1	1	**2**
7:30	0	0	0	1	**1**	0	0	0	0	**0**
7:45	0	0	0	3	**3**	0	0	0	1	**1**
8:00	0	0	1	0	**1**	0	0	1	2	**3**
8:15	2	0	2	1	**5**	0	0	0	1	**1**
8:30	0	0	1	0	**1**	0	0	0	2	**2**
8:45	1	0	1	0	**2**	1	0	0	0	**1**
9:00	1	0	0	1	**2**	1	0	0	1	**2**
9:15	0	0	0	1	**1**	0	0	0	1	**1**
9:30	0	0	0	0	**0**	1	0	0	0	**1**
9:45	0	0	0	1	**1**	0	0	0	1	**1**
10:00	0	0	0	6	**6**	0	0	0	0	**0**
10:15	0	1	1	5	**7**	0	0	0	0	**0**
10:30	1	0	2	2	**5**	1	0	2	0	**3**
10:45	0	2	0	1	**3**	2	0	0	3	**5**
11:00	0	1	1	2	**4**	0	3	1	3	**7**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 8
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	1	3	**4**	0	1	1	3	**5**
11:30	1	1	0	1	**3**	0	0	1	1	**2**
11:45	0	0	2	3	**5**	0	1	1	5	**7**
12:00	0	0	2	0	**2**	0	1	3	1	**5**
12:15	0	1	0	1	**2**	0	1	1	4	**6**
12:30	0	0	0	0	**0**	0	0	1	3	**4**
12:45	0	4	1	1	**6**	0	0	2	0	**2**
13:00	0	1	0	1	**2**	0	0	0	2	**2**
13:15	0	0	0	0	**0**	0	0	0	1	**1**
13:30	1	0	0	1	**2**	0	0	0	2	**2**
13:45	0	0	2	0	**2**	1	0	0	0	**1**
14:00	1	0	0	3	**4**	0	6	0	1	**7**
14:15	0	1	0	2	**3**	1	0	0	0	**1**
14:30	0	0	1	0	**1**	0	0	2	2	**4**
14:45	0	0	1	1	**2**	0	0	0	0	**0**
15:00	0	0	1	1	**2**	0	1	0	2	**3**
15:15	0	0	0	2	**2**	0	1	0	3	**4**
15:30	0	0	1	3	**4**	1	0	1	0	**2**
15:45	0	0	0	2	**2**	0	0	1	1	**2**
16:00	0	0	1	1	**2**	0	0	1	2	**3**
16:15	0	0	0	0	**0**	0	0	2	1	**3**
16:30	0	0	1	1	**2**	0	0	0	3	**3**
16:45	0	0	0	3	**3**	0	0	0	1	**1**
17:00	0	0	0	2	**2**	0	0	0	0	**0**
17:15	0	0	0	0	**0**	0	0	0	1	**1**
17:30	0	0	1	0	**1**	0	0	0	2	**2**
17:45	0	0	0	1	**1**	0	0	1	1	**2**
18:00	0	0	0	0	**0**	0	0	1	3	**4**
18:15	0	0	0	1	**1**	0	0	0	0	**0**
18:30	0	0	0	1	**1**	0	0	0	0	**0**
18:45	0	0	1	3	**4**	0	0	0	2	**2**
19:00	0	0	1	0	**1**	0	0	0	0	**0**
19:15	0	0	1	1	**2**	0	0	2	0	**2**
19:30	0	0	0	2	**2**	0	0	0	2	**2**
19:45	0	0	2	0	**2**	0	0	3	1	**4**
20:00	0	0	0	1	**1**	0	0	0	2	**2**
20:15	0	0	1	0	**1**	0	0	0	0	**0**
20:30	0	0	0	2	**2**	0	0	1	2	**3**
20:45	0	0	1	2	**3**	0	0	0	2	**2**
21:00	0	0	2	0	**2**	0	0	0	2	**2**
21:15	0	0	1	1	**2**	0	0	1	0	**1**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	2	**2**	0	0	0	1	**1**
22:00	0	0	3	0	**3**	0	0	1	1	**2**
22:15	0	0	1	0	**1**	0	0	0	1	**1**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 8
9/21/2017
Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**
22:45	0	1	0	2	**3**
23:00	0	0	1	0	**1**
23:15	0	0	0	0	**0**
23:30	0	0	0	0	**0**
23:45	0	0	0	1	**1**
	8	**19**	**46**	**93**	**166**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	0	0	0	1	**1**
	0	0	0	3	**3**
	0	0	0	5	**5**
	0	0	0	1	**1**
	0	0	0	1	**1**
	0	0	0	0	**0**
	11	**21**	**44**	**99**	**175**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 9
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	0	**1**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	1	0	0	0	**1**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	2	0	0	0	**2**
1:15	0	0	0	0	**0**	2	0	0	0	**2**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	1	0	0	0	**1**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	5	0	0	0	**5**
3:15	1	0	0	0	**1**	22	0	0	0	**22**
3:30	0	0	0	0	**0**	8	0	0	0	**8**
3:45	0	0	0	0	**0**	4	0	0	0	**4**
4:00	0	0	0	0	**0**	3	0	0	0	**3**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	3	0	0	0	**3**	1	0	0	0	**1**
5:00	2	0	0	0	**2**	1	0	0	0	**1**
5:15	19	0	0	0	**19**	1	0	0	0	**1**
5:30	16	0	0	0	**16**	0	0	0	0	**0**
5:45	3	0	0	0	**3**	0	0	0	0	**0**
6:00	0	0	0	0	**0**	0	0	0	0	**0**
6:15	0	0	0	0	**0**	0	0	0	0	**0**
6:30	0	0	0	0	**0**	0	0	0	0	**0**
6:45	1	0	0	0	**1**	1	0	0	0	**1**
7:00	3	0	0	0	**3**	1	0	0	0	**1**
7:15	1	0	0	0	**1**	2	0	0	0	**2**
7:30	3	0	0	0	**3**	0	0	0	0	**0**
7:45	2	0	0	0	**2**	0	0	0	0	**0**
8:00	1	0	0	0	**1**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	1	0	0	0	**1**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	1	0	0	0	**1**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	1	0	0	0	**1**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	1	0	0	**1**
9:45	1	0	0	0	**1**	1	0	0	0	**1**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	2	0	0	0	**2**
10:30	0	0	0	0	**0**	2	0	0	0	**2**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	1	0	0	**1**	1	0	0	0	**1**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 9
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	1	0	0	0	**1**
11:30	0	0	0	0	**0**	0	0	0	0	**0**
11:45	1	0	0	0	**1**	1	0	0	0	**1**
12:00	0	0	0	0	**0**	0	0	0	0	**0**
12:15	0	0	0	0	**0**	0	0	0	0	**0**
12:30	0	0	0	0	**0**	1	0	0	0	**1**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	1	0	0	0	**1**	3	0	0	0	**3**
13:30	0	0	0	0	**0**	1	0	0	0	**1**
13:45	0	0	0	0	**0**	3	0	0	0	**3**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	4	0	0	0	**4**
14:30	0	0	0	0	**0**	0	0	0	0	**0**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	1	0	0	0	**1**
15:15	0	0	0	0	**0**	0	0	0	0	**0**
15:30	0	0	0	0	**0**	0	0	0	0	**0**
15:45	0	0	0	0	**0**	0	0	0	0	**0**
16:00	3	0	0	0	**3**	7	0	0	0	**7**
16:15	9	0	0	0	**9**	27	0	0	0	**27**
16:30	4	0	0	0	**4**	8	0	0	0	**8**
16:45	1	0	0	0	**1**	2	0	0	0	**2**
17:00	1	0	0	0	**1**	2	0	0	0	**2**
17:15	0	0	0	0	**0**	1	0	0	0	**1**
17:30	0	0	0	0	**0**	2	0	0	0	**2**
17:45	0	0	0	0	**0**	0	0	0	0	**0**
18:00	0	0	0	0	**0**	0	0	0	0	**0**
18:15	0	0	0	0	**0**	1	0	0	0	**1**
18:30	0	0	0	0	**0**	1	0	0	0	**1**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	3	0	0	0	**3**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 9
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	1	0	0	0	**1**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	78	**1**	**0**	**0**	**79**	**133**	**1**	**0**	**0**	**134**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 10
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	1	0	0	0	**1**
0:15	0	0	0	0	**0**	2	0	0	0	**2**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	1	0	0	0	**1**
1:00	0	0	0	0	**0**	4	0	0	0	**4**
1:15	1	0	0	0	**1**	1	0	0	0	**1**
1:30	1	0	0	0	**1**	6	0	0	0	**6**
1:45	0	0	0	0	**0**	3	0	0	0	**3**
2:00	0	0	0	0	**0**	1	0	0	0	**1**
2:15	0	0	0	0	**0**	1	0	0	0	**1**
2:30	0	0	0	0	**0**	3	0	0	0	**3**
2:45	0	0	0	0	**0**	1	0	0	0	**1**
3:00	1	0	0	0	**1**	1	0	0	0	**1**
3:15	0	0	0	0	**0**	4	0	0	0	**4**
3:30	2	0	0	0	**2**	29	0	0	0	**29**
3:45	0	0	0	0	**0**	10	0	0	0	**10**
4:00	0	0	0	0	**0**	2	0	0	0	**2**
4:15	1	0	0	0	**1**	0	0	0	0	**0**
4:30	1	0	0	0	**1**	1	0	0	0	**1**
4:45	3	0	0	0	**3**	3	0	0	0	**3**
5:00	4	0	0	0	**4**	7	0	0	0	**7**
5:15	31	0	0	0	**31**	3	0	0	0	**3**
5:30	41	0	0	0	**41**	0	0	0	0	**0**
5:45	31	0	0	0	**31**	2	0	0	0	**2**
6:00	5	0	0	0	**5**	1	0	0	0	**1**
6:15	1	0	0	0	**1**	0	0	0	0	**0**
6:30	2	0	0	0	**2**	0	0	0	0	**0**
6:45	6	0	0	0	**6**	0	0	0	0	**0**
7:00	2	0	0	0	**2**	1	0	0	0	**1**
7:15	0	0	0	0	**0**	2	0	0	0	**2**
7:30	5	0	0	0	**5**	0	0	0	0	**0**
7:45	2	0	0	0	**2**	2	0	0	0	**2**
8:00	4	0	0	0	**4**	2	0	0	0	**2**
8:15	0	0	0	0	**0**	1	0	0	0	**1**
8:30	3	0	0	0	**3**	1	0	0	0	**1**
8:45	0	0	0	0	**0**	1	0	0	0	**1**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	2	0	0	0	**2**	0	0	0	0	**0**
9:30	1	0	0	0	**1**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	1	0	0	0	**1**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	1	0	0	0	**1**
10:45	4	0	0	0	**4**	3	0	0	0	**3**
11:00	1	0	0	0	**1**	2	0	0	0	**2**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 10
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	1	0	0	0	**1**
12:15	0	0	0	0	**0**	0	0	0	0	**0**
12:30	1	0	0	0	**1**	1	0	0	0	**1**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	1	0	0	0	**1**	0	0	0	0	**0**
13:30	1	0	0	0	**1**	3	0	0	0	**3**
13:45	1	0	0	0	**1**	1	0	0	0	**1**
14:00	0	0	0	0	**0**	3	0	0	0	**3**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	2	0	0	0	**2**
14:45	0	0	0	0	**0**	4	0	0	0	**4**
15:00	0	0	0	0	**0**	2	0	0	0	**2**
15:15	1	0	0	0	**1**	1	0	0	0	**1**
15:30	0	0	0	0	**0**	1	0	0	0	**1**
15:45	1	0	0	0	**1**	2	0	0	0	**2**
16:00	0	0	0	0	**0**	1	0	0	0	**1**
16:15	0	0	0	0	**0**	0	0	0	0	**0**
16:30	31	0	0	0	**31**	60	0	0	0	**60**
16:45	26	0	0	0	**26**	20	0	0	0	**20**
17:00	4	0	0	0	**4**	4	0	0	0	**4**
17:15	1	0	0	0	**1**	4	0	0	0	**4**
17:30	0	0	0	0	**0**	7	0	0	0	**7**
17:45	1	0	0	0	**1**	1	0	0	0	**1**
18:00	2	0	0	0	**2**	5	0	0	0	**5**
18:15	3	0	0	0	**3**	1	0	0	0	**1**
18:30	1	0	0	0	**1**	2	0	0	0	**2**
18:45	1	0	0	0	**1**	0	0	0	0	**0**
19:00	1	0	0	0	**1**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	2	0	0	0	**2**
19:30	2	0	0	0	**2**	1	0	0	0	**1**
19:45	0	0	0	0	**0**	1	0	0	0	**1**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	1	0	0	0	**1**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	1	0	0	0	**1**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	1	0	0	0	**1**
22:15	0	0	0	0	**0**	1	0	0	0	**1**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
DRIVEWAY 10
9/21/2017
Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**
22:45	0	0	0	0	**0**
23:00	0	0	0	0	**0**
23:15	0	0	0	0	**0**
23:30	0	0	0	0	**0**
23:45	0	0	0	0	**0**
	235	**0**	**0**	**0**	**235**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	2	0	0	0	**2**
	0	0	0	0	**0**
	0	0	0	0	**0**
	1	0	0	0	**1**
	1	0	0	0	**1**
	0	0	0	0	**0**
	241	**0**	**0**	**0**	**241**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
TOTAL DRIVEWAYS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	2	0	0	1	**3**	16	0	0	0	**16**
0:15	5	0	0	0	**5**	15	0	1	0	**16**
0:30	4	1	0	3	**8**	10	0	1	0	**11**
0:45	3	5	0	0	**8**	5	0	1	0	**6**
1:00	2	0	1	2	**5**	15	0	1	1	**17**
1:15	2	0	0	1	**3**	12	0	0	0	**12**
1:30	3	0	0	0	**3**	20	0	1	0	**21**
1:45	3	0	0	1	**4**	7	0	0	0	**7**
2:00	1	1	3	0	**5**	15	1	1	0	**17**
2:15	2	0	1	1	**4**	13	7	1	0	**21**
2:30	2	0	0	1	**3**	25	0	2	2	**29**
2:45	4	0	0	0	**4**	7	0	0	0	**7**
3:00	5	0	0	1	**6**	26	0	1	1	**28**
3:15	2	0	0	0	**2**	35	0	0	2	**37**
3:30	8	0	0	0	**8**	184	0	0	1	**185**
3:45	6	0	0	2	**8**	92	0	0	0	**92**
4:00	6	1	0	0	**7**	35	0	0	0	**35**
4:15	12	0	0	1	**13**	28	0	0	0	**28**
4:30	14	0	0	0	**14**	151	0	0	0	**151**
4:45	33	0	0	0	**33**	42	0	1	3	**46**
5:00	47	1	0	0	**48**	217	0	0	0	**217**
5:15	105	0	0	1	**106**	84	0	0	0	**84**
5:30	174	0	1	1	**176**	32	0	0	0	**32**
5:45	183	0	0	0	**183**	13	0	0	1	**14**
6:00	63	0	0	0	**63**	21	0	1	0	**22**
6:15	64	0	0	0	**64**	11	0	0	0	**11**
6:30	161	0	0	0	**161**	14	0	0	0	**14**
6:45	246	0	0	0	**246**	30	0	0	0	**30**
7:00	158	0	1	1	**160**	29	0	0	0	**29**
7:15	222	0	0	0	**222**	38	0	1	1	**40**
7:30	63	0	0	1	**64**	18	0	0	0	**18**
7:45	26	0	0	3	**29**	6	0	0	1	**7**
8:00	27	0	1	0	**28**	8	0	1	2	**11**
8:15	28	1	2	1	**32**	4	0	0	1	**5**
8:30	21	0	1	0	**22**	8	0	0	2	**10**
8:45	19	0	1	0	**20**	7	0	0	0	**7**
9:00	9	0	0	1	**10**	6	0	0	1	**7**
9:15	4	0	0	1	**5**	4	0	0	1	**5**
9:30	4	0	0	0	**4**	4	1	0	0	**5**
9:45	11	0	0	1	**12**	4	0	0	1	**5**
10:00	3	1	0	6	**10**	4	0	0	0	**4**
10:15	2	1	1	5	**9**	4	0	0	0	**4**
10:30	11	0	2	2	**15**	15	0	2	0	**17**
10:45	12	2	0	1	**15**	12	0	0	3	**15**
11:00	11	2	1	2	**16**	11	3	1	3	**18**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
TOTAL DRIVEWAYS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	11	0	1	3	**15**	11	1	1	3	**16**
11:30	6	1	0	1	**8**	19	0	1	1	**21**
11:45	13	0	2	3	**18**	12	1	1	5	**19**
12:00	14	0	2	0	**16**	12	2	3	1	**18**
12:15	11	1	0	1	**13**	21	1	1	4	**27**
12:30	18	1	0	0	**19**	18	0	1	3	**22**
12:45	13	5	1	1	**20**	13	1	2	0	**16**
13:00	12	2	0	1	**15**	7	0	0	2	**9**
13:15	14	0	0	0	**14**	7	0	0	1	**8**
13:30	7	0	0	1	**8**	21	1	0	2	**24**
13:45	5	0	2	0	**7**	16	1	0	0	**17**
14:00	9	0	0	3	**12**	14	6	0	1	**21**
14:15	1	1	0	2	**4**	12	1	0	0	**13**
14:30	2	0	1	0	**3**	21	0	2	2	**25**
14:45	7	0	1	1	**9**	10	0	0	0	**10**
15:00	12	0	1	1	**14**	26	1	0	2	**29**
15:15	14	0	0	2	**16**	41	1	0	3	**45**
15:30	21	0	1	3	**25**	45	0	1	0	**46**
15:45	16	0	0	2	**18**	37	0	1	1	**39**
16:00	48	0	1	1	**50**	43	0	1	2	**46**
16:15	79	0	0	0	**79**	45	0	2	1	**48**
16:30	162	0	1	1	**164**	255	1	0	3	**259**
16:45	114	0	0	3	**117**	110	0	0	1	**111**
17:00	52	0	0	2	**54**	58	0	0	0	**58**
17:15	90	0	0	0	**90**	63	0	0	1	**64**
17:30	130	0	1	0	**131**	268	0	0	2	**270**
17:45	137	0	0	1	**138**	104	0	1	1	**106**
18:00	155	0	0	0	**155**	274	0	1	3	**278**
18:15	136	0	0	1	**137**	114	0	0	0	**114**
18:30	18	0	0	1	**19**	51	0	0	0	**51**
18:45	12	1	1	3	**17**	22	0	0	2	**24**
19:00	6	0	1	0	**7**	14	0	0	0	**14**
19:15	6	0	1	1	**8**	10	0	2	0	**12**
19:30	3	0	0	2	**5**	6	0	0	2	**8**
19:45	3	0	2	0	**5**	2	0	3	1	**6**
20:00	7	0	0	1	**8**	9	0	0	2	**11**
20:15	3	0	1	0	**4**	2	0	0	0	**2**
20:30	2	0	0	2	**4**	3	0	1	2	**6**
20:45	1	0	1	2	**4**	3	0	0	2	**5**
21:00	4	0	2	0	**6**	7	0	0	2	**9**
21:15	7	0	1	1	**9**	8	0	1	0	**9**
21:30	11	0	0	0	**11**	13	0	0	0	**13**
21:45	20	0	0	2	**22**	10	0	0	1	**11**
22:00	5	0	3	0	**8**	21	0	1	1	**23**
22:15	9	0	1	0	**10**	12	0	0	1	**13**

City of Moreno Valley
Driveway Counts
24208 San Michele Rd, Moreno Valley, CA - ONT6
TOTAL DRIVEWAYS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	4	0	0	0	**4**	19	0	0	1	**20**
22:45	15	2	0	2	**19**	15	0	0	3	**18**
23:00	2	0	1	0	**3**	15	0	0	5	**20**
23:15	8	0	0	0	**8**	36	0	0	1	**37**
23:30	9	0	0	0	**9**	16	0	0	1	**17**
23:45	10	0	0	1	**11**	14	0	0	0	**14**
	3267	**30**	**46**	**93**	**3436**	**3362**	**30**	**44**	**99**	**3535**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 1
9/19/2017
Tuesday

********DRIVEWAY IS UNDER CONSTRUCTION*******

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00					**0**					**0**
0:15					**0**					**0**
0:30					**0**					**0**
0:45					**0**					**0**
1:00					**0**					**0**
1:15					**0**					**0**
1:30					**0**					**0**
1:45					**0**					**0**
2:00					**0**					**0**
2:15					**0**					**0**
2:30					**0**					**0**
2:45					**0**					**0**
3:00					**0**					**0**
3:15					**0**					**0**
3:30					**0**					**0**
3:45					**0**					**0**
4:00					**0**					**0**
4:15					**0**					**0**
4:30					**0**					**0**
4:45					**0**					**0**
5:00					**0**					**0**
5:15					**0**					**0**
5:30					**0**					**0**
5:45					**0**					**0**
6:00					**0**					**0**
6:15					**0**					**0**
6:30					**0**					**0**
6:45					**0**					**0**
7:00					**0**					**0**
7:15					**0**					**0**
7:30					**0**					**0**
7:45					**0**					**0**
8:00					**0**					**0**
8:15					**0**					**0**
8:30					**0**					**0**
8:45					**0**					**0**
9:00					**0**					**0**
9:15					**0**					**0**
9:30					**0**					**0**
9:45					**0**					**0**
10:00					**0**					**0**
10:15					**0**					**0**
10:30					**0**					**0**
10:45					**0**					**0**
11:00					**0**					**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 1
9/19/2017
Tuesday

********DRIVEWAY IS UNDER CONSTRUCTION*******

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15					**0**					**0**
11:30					**0**					**0**
11:45					**0**					**0**
12:00					**0**					**0**
12:15					**0**					**0**
12:30					**0**					**0**
12:45					**0**					**0**
13:00					**0**					**0**
13:15					**0**					**0**
13:30					**0**					**0**
13:45					**0**					**0**
14:00					**0**					**0**
14:15					**0**					**0**
14:30					**0**					**0**
14:45					**0**					**0**
15:00					**0**					**0**
15:15					**0**					**0**
15:30					**0**					**0**
15:45					**0**					**0**
16:00					**0**					**0**
16:15					**0**					**0**
16:30					**0**					**0**
16:45					**0**					**0**
17:00					**0**					**0**
17:15					**0**					**0**
17:30					**0**					**0**
17:45					**0**					**0**
18:00					**0**					**0**
18:15					**0**					**0**
18:30					**0**					**0**
18:45					**0**					**0**
19:00					**0**					**0**
19:15					**0**					**0**
19:30					**0**					**0**
19:45					**0**					**0**
20:00					**0**					**0**
20:15					**0**					**0**
20:30					**0**					**0**
20:45					**0**					**0**
21:00					**0**					**0**
21:15					**0**					**0**
21:30					**0**					**0**
21:45					**0**					**0**
22:00					**0**					**0**
22:15					**0**					**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 1
9/19/2017
Tuesday

********DRIVEWAY IS UNDER CONSTRUCTION*******

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30					**0**					**0**
22:45					**0**					**0**
23:00					**0**					**0**
23:15					**0**					**0**
23:30					**0**					**0**
23:45					**0**					**0**
	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 2
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	3	**3**
0:15	0	0	0	0	**0**	0	0	0	1	**1**
0:30	0	0	0	0	**0**	0	0	0	2	**2**
0:45	0	0	1	0	**1**	0	0	0	2	**2**
1:00	0	0	0	0	**0**	0	0	0	3	**3**
1:15	0	0	0	0	**0**	0	0	0	1	**1**
1:30	0	0	0	0	**0**	0	0	0	2	**2**
1:45	0	0	0	0	**0**	0	0	0	3	**3**
2:00	0	0	0	0	**0**	0	0	0	3	**3**
2:15	0	0	0	0	**0**	0	0	0	1	**1**
2:30	0	0	0	0	**0**	0	0	0	2	**2**
2:45	0	0	0	0	**0**	0	0	0	4	**4**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	3	**3**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	0	0	0	1	**1**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	1	0	0	0	**1**	1	0	0	0	**1**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	0	0	0	0	**0**	0	0	0	0	**0**
5:15	1	0	0	0	**1**	0	0	0	0	**0**
5:30	0	0	0	0	**0**	1	0	0	0	**1**
5:45	0	0	0	0	**0**	0	0	0	0	**0**
6:00	0	0	0	0	**0**	0	0	1	1	**2**
6:15	0	0	0	0	**0**	0	0	0	0	**0**
6:30	0	0	0	0	**0**	0	0	0	1	**1**
6:45	0	0	0	0	**0**	0	0	1	2	**3**
7:00	0	0	0	0	**0**	0	0	1	1	**2**
7:15	0	0	0	0	**0**	0	0	0	2	**2**
7:30	0	0	0	0	**0**	0	0	1	1	**2**
7:45	0	0	0	0	**0**	0	0	1	3	**4**
8:00	0	0	0	0	**0**	0	0	0	1	**1**
8:15	0	0	0	0	**0**	0	0	1	2	**3**
8:30	0	0	0	0	**0**	0	0	0	4	**4**
8:45	0	0	0	0	**0**	0	0	0	1	**1**
9:00	0	0	0	0	**0**	0	0	0	4	**4**
9:15	0	0	0	0	**0**	0	0	0	3	**3**
9:30	0	0	1	0	**1**	0	0	0	1	**1**
9:45	0	0	1	2	**3**	1	0	1	0	**2**
10:00	0	0	0	0	**0**	0	0	1	2	**3**
10:15	0	0	0	0	**0**	0	0	1	1	**2**
10:30	0	0	0	0	**0**	0	0	0	3	**3**
10:45	0	0	0	0	**0**	0	0	0	2	**2**
11:00	0	0	0	0	**0**	0	0	0	1	**1**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 2
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	1	**1**
11:30	0	0	0	0	**0**	0	0	1	0	**1**
11:45	0	0	0	0	**0**	1	0	0	1	**2**
12:00	0	0	0	0	**0**	0	0	0	1	**1**
12:15	0	0	0	0	**0**	0	0	0	0	**0**
12:30	0	0	0	1	**1**	0	0	0	2	**2**
12:45	0	0	0	0	**0**	0	0	2	0	**2**
13:00	0	0	0	0	**0**	0	0	0	3	**3**
13:15	0	0	0	0	**0**	0	0	0	3	**3**
13:30	0	0	1	0	**1**	0	0	0	1	**1**
13:45	0	0	0	0	**0**	0	0	0	2	**2**
14:00	0	0	0	0	**0**	0	0	0	1	**1**
14:15	0	0	0	0	**0**	0	0	0	1	**1**
14:30	0	0	0	0	**0**	0	0	0	4	**4**
14:45	0	0	0	0	**0**	0	0	0	1	**1**
15:00	0	0	0	0	**0**	1	0	0	2	**3**
15:15	0	0	0	1	**1**	0	0	1	2	**3**
15:30	0	0	1	0	**1**	0	0	0	0	**0**
15:45	0	0	1	0	**1**	0	0	1	1	**2**
16:00	0	0	0	1	**1**	0	0	1	1	**2**
16:15	0	0	0	0	**0**	0	0	0	0	**0**
16:30	0	0	0	0	**0**	0	0	1	3	**4**
16:45	0	0	0	0	**0**	0	0	0	0	**0**
17:00	0	0	0	0	**0**	0	0	0	0	**0**
17:15	0	0	0	1	**1**	0	0	1	0	**1**
17:30	0	0	0	0	**0**	0	0	1	1	**2**
17:45	0	0	0	0	**0**	0	0	1	1	**2**
18:00	0	0	0	0	**0**	0	0	0	2	**2**
18:15	0	0	0	0	**0**	0	0	0	2	**2**
18:30	0	0	0	0	**0**	0	0	0	2	**2**
18:45	0	0	0	0	**0**	0	0	0	2	**2**
19:00	0	0	0	0	**0**	0	0	0	1	**1**
19:15	0	0	0	0	**0**	0	0	0	3	**3**
19:30	0	0	0	0	**0**	0	0	0	3	**3**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	3	**3**
20:30	0	0	0	0	**0**	0	0	0	1	**1**
20:45	0	0	0	0	**0**	0	0	1	2	**3**
21:00	0	0	0	0	**0**	0	0	0	1	**1**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	1	**1**
21:45	0	0	0	0	**0**	0	0	0	2	**2**
22:00	0	0	0	0	**0**	0	0	0	2	**2**
22:15	0	0	0	0	**0**	0	0	0	3	**3**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 2
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	0	0	0	1	**1**
23:30	0	0	0	0	**0**	0	0	0	2	**2**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	2	**0**	**6**	**6**	**14**	**5**	**0**	**20**	**132**	**157**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 3
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	1	**1**	0	0	0	0	**0**
0:15	0	0	2	1	**3**	0	0	0	0	**0**
0:30	0	0	1	1	**2**	0	0	0	0	**0**
0:45	0	0	0	1	**1**	0	0	0	0	**0**
1:00	0	0	0	2	**2**	0	0	0	0	**0**
1:15	0	0	0	1	**1**	0	0	0	0	**0**
1:30	0	0	0	1	**1**	0	0	0	0	**0**
1:45	0	0	0	1	**1**	0	0	0	0	**0**
2:00	0	0	0	1	**1**	0	0	0	0	**0**
2:15	0	0	2	1	**3**	0	0	1	0	**1**
2:30	0	0	1	1	**2**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	1	**1**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	1	**1**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	0	0	0	0	**0**	0	0	0	0	**0**
5:15	0	0	0	0	**0**	0	0	0	0	**0**
5:30	0	0	0	0	**0**	0	0	0	0	**0**
5:45	0	0	0	0	**0**	0	0	0	0	**0**
6:00	0	0	0	1	**1**	0	0	0	0	**0**
6:15	0	0	1	2	**3**	0	0	0	0	**0**
6:30	0	0	0	3	**3**	0	0	0	0	**0**
6:45	0	0	0	3	**3**	0	0	0	0	**0**
7:00	0	0	0	3	**3**	0	0	0	0	**0**
7:15	0	0	2	2	**4**	0	0	0	0	**0**
7:30	0	0	0	3	**3**	0	0	0	0	**0**
7:45	0	0	0	3	**3**	0	0	0	0	**0**
8:00	0	0	0	3	**3**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	1	**1**	0	0	0	0	**0**
8:45	0	0	0	1	**1**	0	0	0	0	**0**
9:00	1	0	1	1	**3**	0	0	0	0	**0**
9:15	0	0	0	2	**2**	0	0	0	0	**0**
9:30	0	0	0	2	**2**	0	0	0	0	**0**
9:45	0	0	0	3	**3**	0	0	0	0	**0**
10:00	0	0	0	2	**2**	0	0	0	0	**0**
10:15	0	0	0	2	**2**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	1	**1**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 3
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	2	**2**	0	0	0	0	**0**
11:30	0	0	1	1	**2**	0	0	0	0	**0**
11:45	0	0	0	1	**1**	0	0	0	0	**0**
12:00	0	0	0	2	**2**	0	0	0	0	**0**
12:15	0	0	0	2	**2**	0	0	0	0	**0**
12:30	0	0	0	1	**1**	0	0	0	0	**0**
12:45	0	0	0	2	**2**	0	0	0	0	**0**
13:00	0	0	0	1	**1**	0	0	0	0	**0**
13:15	0	0	0	2	**2**	0	0	0	0	**0**
13:30	0	0	0	1	**1**	0	0	0	0	**0**
13:45	0	0	0	2	**2**	0	0	0	0	**0**
14:00	0	0	0	1	**1**	0	0	0	0	**0**
14:15	0	0	0	1	**1**	0	0	0	0	**0**
14:30	0	1	1	1	**3**	0	1	0	0	**1**
14:45	0	0	0	1	**1**	0	0	0	0	**0**
15:00	0	0	0	1	**1**	0	0	0	0	**0**
15:15	0	0	0	2	**2**	0	0	0	0	**0**
15:30	0	0	0	1	**1**	0	0	0	0	**0**
15:45	0	0	0	1	**1**	0	0	0	0	**0**
16:00	0	0	0	0	**0**	0	0	0	0	**0**
16:15	0	0	0	0	**0**	0	0	0	0	**0**
16:30	0	0	0	0	**0**	0	0	0	0	**0**
16:45	0	0	0	0	**0**	0	0	0	0	**0**
17:00	0	0	0	1	**1**	0	0	0	0	**0**
17:15	0	0	0	0	**0**	0	0	0	0	**0**
17:30	0	0	0	2	**2**	0	0	0	0	**0**
17:45	0	0	0	1	**1**	0	0	0	0	**0**
18:00	0	0	0	3	**3**	0	0	0	0	**0**
18:15	0	0	0	1	**1**	0	0	0	0	**0**
18:30	0	0	0	3	**3**	0	0	0	0	**0**
18:45	0	0	0	2	**2**	0	0	0	0	**0**
19:00	0	0	0	2	**2**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	2	**2**	0	0	0	0	**0**
19:45	0	0	0	2	**2**	0	0	0	0	**0**
20:00	0	0	0	2	**2**	0	0	0	0	**0**
20:15	0	0	0	2	**2**	0	0	0	0	**0**
20:30	0	0	0	2	**2**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	2	**2**	0	0	0	0	**0**
21:15	0	0	0	2	**2**	0	0	0	0	**0**
21:30	0	0	1	0	**1**	0	0	0	0	**0**
21:45	0	0	1	1	**2**	0	0	0	0	**0**
22:00	0	0	0	2	**2**	0	0	0	0	**0**
22:15	0	0	0	1	**1**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 3
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	1	**1**	0	0	0	0	**0**
23:00	0	0	0	1	**1**	0	0	0	0	**0**
23:15	0	0	0	1	**1**	0	0	0	0	**0**
23:30	0	0	0	3	**3**	0	0	0	0	**0**
23:45	0	0	0	2	**2**	0	0	0	0	**0**
	1	**1**	**14**	**119**	**135**	**0**	**1**	**1**	**0**	**2**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 4
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	1	0	0	0	**1**	0	0	0	0	**0**
0:45	1	0	0	0	**1**	0	0	0	0	**0**
1:00	1	0	0	0	**1**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	1	0	0	0	**1**	0	0	0	0	**0**
1:45	1	0	0	0	**1**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	4	0	0	0	**4**	0	0	0	0	**0**
2:45	5	0	0	0	**5**	0	0	0	0	**0**
3:00	2	0	0	0	**2**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	3	0	0	0	**3**	0	0	0	0	**0**
3:45	3	0	0	0	**3**	0	0	0	0	**0**
4:00	2	0	0	0	**2**	0	0	0	0	**0**
4:15	6	0	0	0	**6**	0	0	0	0	**0**
4:30	12	0	0	0	**12**	0	0	0	0	**0**
4:45	22	0	0	0	**22**	0	0	0	0	**0**
5:00	46	0	0	0	**46**	0	0	0	0	**0**
5:15	43	0	0	0	**43**	0	0	0	0	**0**
5:30	22	0	0	0	**22**	0	0	0	0	**0**
5:45	10	1	0	0	**11**	0	0	0	0	**0**
6:00	8	0	0	0	**8**	0	0	0	0	**0**
6:15	3	0	0	0	**3**	0	0	0	0	**0**
6:30	5	0	0	0	**5**	0	0	0	0	**0**
6:45	1	0	0	0	**1**	0	0	0	0	**0**
7:00	6	0	0	0	**6**	0	0	0	0	**0**
7:15	6	0	0	0	**6**	1	0	0	0	**1**
7:30	5	0	0	0	**5**	0	0	0	0	**0**
7:45	3	1	0	0	**4**	0	0	0	0	**0**
8:00	4	0	0	0	**4**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	8	1	0	0	**9**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	1	0	0	0	**1**	0	0	0	0	**0**
9:30	2	0	0	0	**2**	0	0	0	0	**0**
9:45	1	0	0	0	**1**	0	0	0	0	**0**
10:00	2	0	0	0	**2**	0	0	0	0	**0**
10:15	3	0	0	0	**3**	0	0	0	0	**0**
10:30	5	0	0	0	**5**	0	0	0	0	**0**
10:45	1	0	0	0	**1**	0	0	0	0	**0**
11:00	1	0	0	0	**1**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 4
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	2	1	0	0	**3**	0	0	0	0	**0**
11:30	1	0	0	0	**1**	0	0	0	0	**0**
11:45	5	0	0	0	**5**	1	0	0	0	**1**
12:00	1	0	0	0	**1**	0	0	0	0	**0**
12:15	3	0	0	0	**3**	1	0	0	0	**1**
12:30	1	0	0	0	**1**	0	0	0	0	**0**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	1	1	0	0	**2**	0	0	0	0	**0**
13:15	3	0	0	0	**3**	0	0	0	0	**0**
13:30	5	0	0	0	**5**	0	0	0	0	**0**
13:45	3	0	0	0	**3**	0	0	0	0	**0**
14:00	3	0	0	0	**3**	0	0	0	0	**0**
14:15	1	0	0	0	**1**	0	0	0	0	**0**
14:30	8	0	0	0	**8**	0	0	0	0	**0**
14:45	7	0	0	0	**7**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	0	0	0	0	**0**
15:15	4	0	0	0	**4**	0	0	0	0	**0**
15:30	0	1	0	0	**1**	0	0	0	0	**0**
15:45	11	0	0	0	**11**	0	0	0	0	**0**
16:00	7	0	0	0	**7**	0	0	0	0	**0**
16:15	0	0	0	0	**0**	0	0	0	0	**0**
16:30	71	0	0	0	**71**	0	0	0	0	**0**
16:45	46	0	0	0	**46**	0	0	0	0	**0**
17:00	9	0	0	0	**9**	0	0	0	0	**0**
17:15	3	0	0	0	**3**	0	0	0	0	**0**
17:30	1	0	0	0	**1**	0	0	0	0	**0**
17:45	2	0	0	0	**2**	0	0	0	0	**0**
18:00	0	0	0	0	**0**	0	0	0	0	**0**
18:15	2	0	0	0	**2**	0	0	0	0	**0**
18:30	2	1	0	0	**3**	0	0	0	0	**0**
18:45	1	0	0	0	**1**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	1	0	0	0	**1**	0	0	0	0	**0**
19:30	1	0	0	0	**1**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	2	0	0	0	**2**	0	0	0	0	**0**
20:15	2	0	0	0	**2**	0	0	0	0	**0**
20:30	4	0	0	0	**4**	0	0	0	0	**0**
20:45	2	0	0	0	**2**	0	0	0	0	**0**
21:00	6	0	0	0	**6**	0	0	0	0	**0**
21:15	6	0	0	0	**6**	0	0	0	0	**0**
21:30	14	0	0	0	**14**	0	0	0	0	**0**
21:45	4	0	0	0	**4**	0	0	0	0	**0**
22:00	4	0	0	0	**4**	0	0	0	0	**0**
22:15	2	1	0	0	**3**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 4
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	1	0	0	0	**1**	0	0	0	0	**0**
22:45	1	0	0	0	**1**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	1	0	0	0	**1**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	1	0	0	0	**1**	0	0	0	0	**0**
	505	**8**	**0**	**0**	**513**	**3**	**0**	**0**	**0**	**3**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 5
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	1	0	0	0	**1**
0:15	0	0	0	0	**0**	1	0	0	0	**1**
0:30	0	0	0	0	**0**	1	0	0	0	**1**
0:45	0	0	0	0	**0**	0	1	0	0	**1**
1:00	0	0	0	0	**0**	2	0	0	0	**2**
1:15	0	0	0	0	**0**	2	0	0	0	**2**
1:30	0	0	0	0	**0**	6	0	0	0	**6**
1:45	0	0	0	0	**0**	2	0	0	0	**2**
2:00	0	0	0	0	**0**	1	0	0	0	**1**
2:15	0	0	0	0	**0**	1	0	0	0	**1**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	2	0	0	0	**2**
3:15	0	0	0	0	**0**	12	0	0	0	**12**
3:30	0	0	0	0	**0**	86	0	0	0	**86**
3:45	0	0	0	0	**0**	19	0	0	0	**19**
4:00	0	0	0	0	**0**	10	0	0	0	**10**
4:15	0	0	0	0	**0**	11	0	0	0	**11**
4:30	0	0	0	0	**0**	2	0	0	0	**2**
4:45	0	0	0	0	**0**	1	0	0	0	**1**
5:00	0	0	0	0	**0**	1	0	0	0	**1**
5:15	0	0	0	0	**0**	0	0	0	0	**0**
5:30	0	0	0	0	**0**	16	0	0	0	**16**
5:45	0	0	0	0	**0**	6	0	0	0	**6**
6:00	0	0	0	0	**0**	12	0	0	0	**12**
6:15	0	0	0	0	**0**	5	0	0	0	**5**
6:30	0	0	0	0	**0**	0	0	0	0	**0**
6:45	0	0	0	0	**0**	6	0	0	0	**6**
7:00	0	0	0	0	**0**	1	0	0	0	**1**
7:15	0	0	0	0	**0**	4	0	0	0	**4**
7:30	0	0	0	0	**0**	6	0	0	0	**6**
7:45	0	0	0	0	**0**	4	0	0	0	**4**
8:00	0	0	0	0	**0**	3	0	0	0	**3**
8:15	0	0	0	0	**0**	2	0	0	0	**2**
8:30	0	0	0	0	**0**	5	0	0	0	**5**
8:45	0	0	0	0	**0**	1	0	0	0	**1**
9:00	0	0	0	0	**0**	1	0	0	0	**1**
9:15	0	0	0	0	**0**	1	0	0	0	**1**
9:30	0	0	0	0	**0**	1	1	0	0	**2**
9:45	0	0	0	0	**0**	4	0	0	0	**4**
10:00	0	0	0	0	**0**	3	1	0	0	**4**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	3	0	0	0	**3**
10:45	0	0	0	0	**0**	2	0	0	0	**2**
11:00	0	0	0	0	**0**	1	0	0	0	**1**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 5
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	4	0	0	0	**4**
11:30	0	0	0	0	**0**	4	0	0	0	**4**
11:45	0	0	0	0	**0**	1	0	0	0	**1**
12:00	0	0	0	0	**0**	1	0	0	0	**1**
12:15	0	0	0	0	**0**	1	1	0	0	**2**
12:30	0	0	0	0	**0**	5	1	0	0	**6**
12:45	0	0	0	0	**0**	2	0	0	0	**2**
13:00	0	0	0	0	**0**	2	1	0	0	**3**
13:15	0	0	0	0	**0**	1	0	0	0	**1**
13:30	0	0	0	0	**0**	8	0	0	0	**8**
13:45	0	0	0	0	**0**	4	0	0	0	**4**
14:00	0	0	0	0	**0**	5	0	0	0	**5**
14:15	0	0	0	0	**0**	1	0	0	0	**1**
14:30	0	0	0	0	**0**	6	0	0	0	**6**
14:45	0	0	0	0	**0**	1	0	0	0	**1**
15:00	0	0	0	0	**0**	2	0	0	0	**2**
15:15	0	0	0	0	**0**	0	0	0	0	**0**
15:30	0	0	0	0	**0**	10	1	0	0	**11**
15:45	0	0	0	0	**0**	1	0	0	0	**1**
16:00	0	0	0	0	**0**	3	0	0	0	**3**
16:15	0	0	0	0	**0**	14	0	0	0	**14**
16:30	0	0	0	0	**0**	70	0	0	0	**70**
16:45	1	0	0	0	**1**	31	0	0	0	**31**
17:00	0	0	0	0	**0**	12	0	0	0	**12**
17:15	0	0	0	0	**0**	6	0	0	0	**6**
17:30	0	0	0	0	**0**	0	0	0	0	**0**
17:45	0	0	0	0	**0**	2	0	0	0	**2**
18:00	0	0	0	0	**0**	0	0	0	0	**0**
18:15	0	0	0	0	**0**	4	0	0	0	**4**
18:30	0	0	0	0	**0**	2	0	0	0	**2**
18:45	0	0	0	0	**0**	1	0	0	0	**1**
19:00	0	0	0	0	**0**	1	0	0	0	**1**
19:15	0	0	0	0	**0**	2	0	0	0	**2**
19:30	0	0	0	0	**0**	1	0	0	0	**1**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	1	0	0	0	**1**	1	0	0	0	**1**
20:15	0	0	0	0	**0**	0	1	0	0	**1**
20:30	0	0	0	0	**0**	1	0	0	0	**1**
20:45	0	0	0	0	**0**	1	0	0	0	**1**
21:00	0	0	0	0	**0**	2	0	0	0	**2**
21:15	0	0	0	0	**0**	6	0	0	0	**6**
21:30	0	0	0	0	**0**	9	0	0	0	**9**
21:45	0	0	0	0	**0**	4	0	0	0	**4**
22:00	0	0	0	0	**0**	10	0	0	0	**10**
22:15	0	0	0	0	**0**	2	0	0	0	**2**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 5
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	5	0	0	0	**5**
22:45	0	0	0	0	**0**	2	0	0	0	**2**
23:00	0	0	0	0	**0**	2	0	0	0	**2**
23:15	0	0	0	0	**0**	1	0	0	0	**1**
23:30	0	0	0	0	**0**	2	0	0	0	**2**
23:45	0	0	0	0	**0**	3	0	0	0	**3**
	2	**0**	**0**	**0**	**2**	**507**	**8**	**0**	**0**	**515**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 6
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	1	0	1	**2**
0:30	0	0	0	0	**0**	2	2	1	1	**6**
0:45	0	0	0	0	**0**	0	0	0	1	**1**
1:00	0	0	0	0	**0**	0	0	0	2	**2**
1:15	0	0	0	0	**0**	0	0	0	3	**3**
1:30	0	0	0	0	**0**	0	0	0	1	**1**
1:45	0	0	0	0	**0**	0	0	0	2	**2**
2:00	0	0	0	0	**0**	0	0	0	5	**5**
2:15	0	0	0	0	**0**	0	0	0	3	**3**
2:30	0	0	1	0	**1**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	1	**1**
3:00	0	0	1	0	**1**	0	0	0	4	**4**
3:15	0	0	0	0	**0**	0	0	0	2	**2**
3:30	0	0	0	0	**0**	0	0	0	2	**2**
3:45	0	0	0	0	**0**	0	0	0	1	**1**
4:00	0	0	0	0	**0**	0	0	0	1	**1**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	0	1	**1**
4:45	0	0	1	0	**1**	0	0	0	0	**0**
5:00	0	0	0	0	**0**	0	0	1	0	**1**
5:15	0	0	0	0	**0**	0	0	0	0	**0**
5:30	0	0	0	0	**0**	0	0	0	0	**0**
5:45	1	0	1	0	**2**	0	0	0	0	**0**
6:00	0	0	1	0	**1**	0	0	1	0	**1**
6:15	0	0	0	0	**0**	0	0	0	1	**1**
6:30	0	0	1	0	**1**	0	0	4	1	**5**
6:45	0	0	1	0	**1**	0	0	0	1	**1**
7:00	1	0	0	0	**1**	0	1	0	3	**4**
7:15	0	0	0	0	**0**	0	0	1	1	**2**
7:30	0	0	1	2	**3**	0	0	0	1	**1**
7:45	0	0	0	2	**2**	0	0	0	6	**6**
8:00	0	0	0	1	**1**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	1	4	**5**
8:30	1	0	1	0	**2**	1	1	1	2	**5**
8:45	0	0	0	0	**0**	0	0	0	1	**1**
9:00	0	0	0	1	**1**	0	0	0	3	**3**
9:15	0	0	0	0	**0**	0	0	0	4	**4**
9:30	0	0	0	0	**0**	0	0	0	2	**2**
9:45	0	0	0	1	**1**	0	0	0	1	**1**
10:00	0	1	1	0	**2**	0	0	0	0	**0**
10:15	0	0	1	0	**1**	0	0	0	6	**6**
10:30	0	0	0	1	**1**	0	0	0	3	**3**
10:45	0	0	0	0	**0**	0	0	0	5	**5**
11:00	0	0	0	0	**0**	1	2	0	1	**4**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 6
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	2	**2**
11:30	0	0	1	0	**1**	0	1	1	3	**5**
11:45	1	0	1	0	**2**	0	0	1	1	**2**
12:00	0	0	1	0	**1**	0	0	1	3	**4**
12:15	0	0	0	0	**0**	0	0	1	2	**3**
12:30	0	0	0	0	**0**	0	0	1	2	**3**
12:45	1	0	2	0	**3**	1	0	0	1	**2**
13:00	0	0	0	0	**0**	0	1	0	2	**3**
13:15	1	0	2	0	**3**	0	0	1	2	**3**
13:30	1	0	1	0	**2**	1	0	0	3	**4**
13:45	0	0	0	0	**0**	0	1	0	2	**3**
14:00	0	0	1	1	**2**	1	1	1	1	**4**
14:15	0	0	0	1	**1**	0	0	1	2	**3**
14:30	0	0	0	0	**0**	0	0	1	2	**3**
14:45	1	0	1	1	**3**	0	1	2	4	**7**
15:00	1	0	1	0	**2**	0	1	0	2	**3**
15:15	1	0	0	0	**1**	0	1	1	5	**7**
15:30	2	0	0	0	**2**	0	1	2	2	**5**
15:45	0	0	1	0	**1**	0	1	1	4	**6**
16:00	0	0	0	0	**0**	0	0	1	2	**3**
16:15	0	0	0	0	**0**	0	2	0	3	**5**
16:30	0	0	2	0	**2**	0	0	0	2	**2**
16:45	0	0	0	0	**0**	0	0	0	0	**0**
17:00	0	0	0	0	**0**	1	0	0	1	**2**
17:15	0	0	0	0	**0**	0	0	1	0	**1**
17:30	0	0	0	0	**0**	0	0	0	1	**1**
17:45	1	0	1	0	**2**	1	0	0	1	**2**
18:00	0	0	0	0	**0**	0	0	0	1	**1**
18:15	0	0	0	0	**0**	0	0	0	3	**3**
18:30	0	0	0	0	**0**	0	1	0	4	**5**
18:45	0	0	0	0	**0**	0	0	1	2	**3**
19:00	0	0	0	0	**0**	0	1	0	2	**3**
19:15	0	0	0	0	**0**	0	0	0	5	**5**
19:30	0	0	0	0	**0**	0	0	0	1	**1**
19:45	0	0	0	0	**0**	0	1	1	1	**3**
20:00	0	0	0	0	**0**	0	0	1	1	**2**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	1	0	1	**2**
20:45	0	0	0	0	**0**	0	0	0	6	**6**
21:00	1	0	0	0	**1**	1	0	0	2	**3**
21:15	0	0	0	0	**0**	0	0	0	1	**1**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	1	**1**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	1	0	1	**2**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 6
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	1	**1**
22:45	0	0	0	0	**0**	0	0	0	1	**1**
23:00	0	0	1	0	**1**	0	1	0	3	**4**
23:15	0	0	0	0	**0**	0	1	0	2	**3**
23:30	0	0	0	0	**0**	0	0	0	1	**1**
23:45	0	0	0	0	**0**	0	0	0	1	**1**
	14	**1**	**27**	**11**	**53**	**10**	**25**	**30**	**173**	**238**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 7
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	0	0	0	0	**0**	0	0	0	0	**0**
5:15	0	0	0	0	**0**	0	0	0	0	**0**
5:30	0	0	0	0	**0**	0	0	0	0	**0**
5:45	0	0	0	0	**0**	0	0	0	0	**0**
6:00	0	0	0	0	**0**	0	0	0	0	**0**
6:15	0	0	0	0	**0**	0	0	0	0	**0**
6:30	0	0	0	0	**0**	0	0	0	0	**0**
6:45	0	0	0	0	**0**	0	0	0	0	**0**
7:00	0	0	0	0	**0**	0	0	0	0	**0**
7:15	0	0	0	0	**0**	0	0	0	0	**0**
7:30	0	0	0	0	**0**	0	0	0	0	**0**
7:45	0	0	0	0	**0**	0	0	0	0	**0**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 7
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	0	0	0	0	**0**
12:15	0	0	0	0	**0**	0	0	0	0	**0**
12:30	0	0	0	0	**0**	0	0	0	0	**0**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	0	0	0	0	**0**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	0	0	0	0	**0**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	0	0	0	0	**0**
15:15	0	0	0	0	**0**	0	0	0	0	**0**
15:30	0	0	0	0	**0**	0	0	0	0	**0**
15:45	0	0	0	0	**0**	0	0	0	0	**0**
16:00	0	0	0	0	**0**	0	0	0	0	**0**
16:15	0	0	0	0	**0**	0	0	0	0	**0**
16:30	0	0	0	0	**0**	0	0	0	0	**0**
16:45	0	0	0	0	**0**	0	0	0	0	**0**
17:00	0	0	0	0	**0**	0	0	0	0	**0**
17:15	0	0	0	0	**0**	0	0	0	0	**0**
17:30	0	0	0	0	**0**	0	0	0	0	**0**
17:45	0	0	0	0	**0**	0	0	0	0	**0**
18:00	0	0	0	0	**0**	0	0	0	0	**0**
18:15	0	0	0	0	**0**	0	0	0	0	**0**
18:30	0	0	0	0	**0**	0	0	0	0	**0**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 7
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 8
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	1	**1**	1	0	0	1	**2**
0:30	0	0	2	3	**5**	2	0	0	0	**2**
0:45	0	0	0	2	**2**	0	0	0	0	**0**
1:00	0	0	0	1	**1**	0	0	0	0	**0**
1:15	0	0	0	5	**5**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	3	**3**	0	0	0	0	**0**
2:00	0	0	0	3	**3**	0	0	0	0	**0**
2:15	0	0	0	1	**1**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	1	0	0	0	**1**	1	0	0	0	**1**
3:00	0	0	0	0	**0**	0	0	0	1	**1**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	1	0	0	0	**1**
3:45	0	0	0	0	**0**	1	0	0	0	**1**
4:00	0	0	0	0	**0**	1	0	0	0	**1**
4:15	0	0	0	0	**0**	2	0	0	0	**2**
4:30	1	0	0	1	**2**	0	0	0	0	**0**
4:45	0	0	0	1	**1**	0	0	0	0	**0**
5:00	1	0	0	0	**1**	0	0	0	1	**1**
5:15	1	0	0	2	**3**	0	0	0	0	**0**
5:30	1	0	0	1	**2**	0	0	0	0	**0**
5:45	0	0	0	2	**2**	0	0	0	0	**0**
6:00	0	0	0	5	**5**	0	0	0	0	**0**
6:15	0	0	0	0	**0**	0	0	0	0	**0**
6:30	0	0	0	2	**2**	0	0	0	0	**0**
6:45	1	0	0	4	**5**	0	0	0	1	**1**
7:00	0	0	0	4	**4**	0	0	0	0	**0**
7:15	0	0	0	2	**2**	0	0	0	0	**0**
7:30	2	0	0	2	**4**	0	0	0	0	**0**
7:45	2	1	0	3	**6**	0	0	0	0	**0**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	1	0	0	5	**6**	0	0	0	0	**0**
8:30	0	0	0	3	**3**	0	0	0	0	**0**
8:45	0	0	0	3	**3**	0	0	0	0	**0**
9:00	0	0	0	3	**3**	0	0	0	0	**0**
9:15	0	0	0	3	**3**	0	0	0	0	**0**
9:30	0	1	0	3	**4**	0	0	0	0	**0**
9:45	0	0	0	1	**1**	0	0	0	0	**0**
10:00	0	0	0	4	**4**	0	0	0	0	**0**
10:15	0	0	0	2	**2**	0	0	0	0	**0**
10:30	0	0	0	3	**3**	0	0	0	0	**0**
10:45	0	0	0	2	**2**	0	0	0	0	**0**
11:00	0	1	0	3	**4**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 8
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	1	**1**	0	0	0	0	**0**
11:30	0	0	0	3	**3**	0	0	0	0	**0**
11:45	0	0	0	1	**1**	0	0	0	0	**0**
12:00	1	0	0	5	**6**	0	0	0	0	**0**
12:15	0	0	0	0	**0**	0	0	0	0	**0**
12:30	0	1	0	3	**4**	0	0	0	0	**0**
12:45	1	2	0	5	**8**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	0	3	**3**	1	0	0	0	**1**
13:30	0	0	0	3	**3**	0	0	0	0	**0**
13:45	0	1	0	1	**2**	0	0	0	0	**0**
14:00	0	0	0	1	**1**	0	0	0	0	**0**
14:15	0	1	0	1	**2**	1	0	0	0	**1**
14:30	0	0	0	1	**1**	0	0	0	0	**0**
14:45	1	0	1	3	**5**	0	0	0	0	**0**
15:00	0	0	0	1	**1**	0	0	0	0	**0**
15:15	1	1	1	4	**7**	0	0	0	0	**0**
15:30	2	0	0	2	**4**	0	0	0	0	**0**
15:45	0	0	0	1	**1**	0	0	0	0	**0**
16:00	1	0	0	1	**2**	1	0	0	0	**1**
16:15	2	0	0	3	**5**	0	0	0	0	**0**
16:30	2	0	0	0	**2**	3	0	0	0	**3**
16:45	1	0	0	0	**1**	7	0	0	0	**7**
17:00	0	0	0	0	**0**	0	0	0	0	**0**
17:15	0	1	0	5	**6**	0	0	0	0	**0**
17:30	1	0	0	1	**2**	0	0	0	0	**0**
17:45	0	1	0	1	**2**	0	0	0	0	**0**
18:00	0	0	0	1	**1**	0	0	0	0	**0**
18:15	0	0	0	0	**0**	0	0	0	0	**0**
18:30	0	0	0	3	**3**	0	0	0	0	**0**
18:45	0	1	0	4	**5**	0	0	0	0	**0**
19:00	0	0	0	2	**2**	0	0	0	1	**1**
19:15	0	1	0	4	**5**	0	0	0	0	**0**
19:30	0	0	0	3	**3**	0	0	0	0	**0**
19:45	0	0	0	1	**1**	0	0	0	0	**0**
20:00	0	0	0	1	**1**	0	0	0	0	**0**
20:15	1	0	0	1	**2**	0	0	0	0	**0**
20:30	0	0	0	2	**2**	2	0	0	0	**2**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	1	1	0	2	**4**	1	0	0	0	**1**
21:15	0	0	0	3	**3**	0	0	0	0	**0**
21:30	0	0	0	3	**3**	0	0	0	0	**0**
21:45	0	0	1	1	**2**	0	0	1	0	**1**
22:00	0	0	0	2	**2**	0	0	0	0	**0**
22:15	0	1	0	0	**1**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 8
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	1	**1**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	2	**2**	0	0	0	0	**0**
23:15	0	0	0	4	**4**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	1	0	0	0	**1**
	26	**15**	**5**	**173**	**219**	**26**	**0**	**1**	**5**	**32**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	1	**1**	1	0	0	3	**4**
0:15	0	0	2	2	**4**	2	1	0	3	**6**
0:30	1	0	3	4	**8**	5	2	1	3	**11**
0:45	1	0	1	3	**5**	0	1	0	3	**4**
1:00	1	0	0	3	**4**	2	0	0	5	**7**
1:15	0	0	0	6	**6**	2	0	0	4	**6**
1:30	1	0	0	1	**2**	6	0	0	3	**9**
1:45	1	0	0	4	**5**	2	0	0	5	**7**
2:00	0	0	0	4	**4**	1	0	0	8	**9**
2:15	0	0	2	2	**4**	1	0	1	4	**6**
2:30	4	0	2	1	**7**	0	0	0	2	**2**
2:45	6	0	0	0	**6**	1	0	0	5	**6**
3:00	2	0	1	0	**3**	2	0	0	5	**7**
3:15	0	0	0	1	**1**	12	0	0	5	**17**
3:30	3	0	0	0	**3**	87	0	0	2	**89**
3:45	3	0	0	0	**3**	20	0	0	2	**22**
4:00	2	0	0	1	**3**	11	0	0	1	**12**
4:15	6	0	0	0	**6**	13	0	0	0	**13**
4:30	14	0	0	1	**15**	3	0	0	1	**4**
4:45	22	0	1	1	**24**	1	0	0	0	**1**
5:00	47	0	0	0	**47**	1	0	1	1	**3**
5:15	45	0	0	2	**47**	0	0	0	0	**0**
5:30	23	0	0	1	**24**	17	0	0	0	**17**
5:45	11	1	1	2	**15**	6	0	0	0	**6**
6:00	8	0	1	6	**15**	12	0	2	1	**15**
6:15	3	0	1	2	**6**	5	0	0	1	**6**
6:30	5	0	1	5	**11**	0	0	4	2	**6**
6:45	2	0	1	7	**10**	6	0	1	4	**11**
7:00	7	0	0	7	**14**	1	1	1	4	**7**
7:15	6	0	2	4	**12**	5	0	1	3	**9**
7:30	7	0	1	7	**15**	6	0	1	2	**9**
7:45	5	2	0	8	**15**	4	0	1	9	**14**
8:00	4	0	0	4	**8**	3	0	0	1	**4**
8:15	1	0	0	5	**6**	2	0	2	6	**10**
8:30	9	1	1	4	**15**	6	1	1	6	**14**
8:45	0	0	0	4	**4**	1	0	0	2	**3**
9:00	1	0	1	5	**7**	1	0	0	7	**8**
9:15	1	0	0	5	**6**	1	0	0	7	**8**
9:30	2	1	1	5	**9**	1	1	0	3	**5**
9:45	1	0	1	7	**9**	5	0	1	1	**7**
10:00	2	1	1	6	**10**	3	1	1	2	**7**
10:15	3	0	1	4	**8**	0	0	1	7	**8**
10:30	5	0	0	4	**9**	3	0	0	6	**9**
10:45	1	0	0	2	**3**	2	0	0	7	**9**
11:00	1	1	0	4	**6**	2	2	0	2	**6**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	2	1	0	3	**6**	4	0	0	3	**7**
11:30	1	0	2	4	**7**	4	1	2	3	**10**
11:45	6	0	1	2	**9**	3	0	1	2	**6**
12:00	2	0	1	7	**10**	1	0	1	4	**6**
12:15	3	0	0	2	**5**	2	1	1	2	**6**
12:30	1	1	0	5	**7**	5	1	1	4	**11**
12:45	2	2	2	7	**13**	3	0	2	1	**6**
13:00	1	1	0	1	**3**	2	2	0	5	**9**
13:15	4	0	2	5	**11**	2	0	1	5	**8**
13:30	6	0	2	4	**12**	9	0	0	4	**13**
13:45	3	1	0	3	**7**	4	1	0	4	**9**
14:00	3	0	1	3	**7**	6	1	1	2	**10**
14:15	1	1	0	3	**5**	2	0	1	3	**6**
14:30	8	1	1	2	**12**	6	1	1	6	**14**
14:45	9	0	2	5	**16**	1	1	2	5	**9**
15:00	1	0	1	2	**4**	3	1	0	4	**8**
15:15	6	1	1	7	**15**	0	1	2	7	**10**
15:30	4	1	1	3	**9**	10	2	2	2	**16**
15:45	11	0	2	2	**15**	1	1	2	5	**9**
16:00	8	0	0	2	**10**	4	0	2	3	**9**
16:15	2	0	0	3	**5**	14	2	0	3	**19**
16:30	73	0	2	0	**75**	73	0	1	5	**79**
16:45	48	0	0	0	**48**	38	0	0	0	**38**
17:00	9	0	0	1	**10**	13	0	0	1	**14**
17:15	3	1	0	6	**10**	6	0	2	0	**8**
17:30	2	0	0	3	**5**	0	0	1	2	**3**
17:45	3	1	1	2	**7**	3	0	1	2	**6**
18:00	0	0	0	4	**4**	0	0	0	3	**3**
18:15	2	0	0	1	**3**	4	0	0	5	**9**
18:30	2	1	0	6	**9**	2	1	0	6	**9**
18:45	1	1	0	6	**8**	1	0	1	4	**6**
19:00	0	0	0	4	**4**	1	1	0	4	**6**
19:15	1	1	0	4	**6**	2	0	0	8	**10**
19:30	1	0	0	5	**6**	1	0	0	4	**5**
19:45	0	0	0	3	**3**	0	1	1	1	**3**
20:00	3	0	0	3	**6**	1	0	1	1	**3**
20:15	3	0	0	3	**6**	0	1	0	3	**4**
20:30	4	0	0	4	**8**	3	1	0	2	**6**
20:45	2	0	0	0	**2**	1	0	1	8	**10**
21:00	8	1	0	4	**13**	4	0	0	3	**7**
21:15	6	0	0	5	**11**	6	0	0	1	**7**
21:30	14	0	1	3	**18**	9	0	0	1	**10**
21:45	4	0	2	2	**8**	4	0	1	3	**8**
22:00	4	0	0	4	**8**	10	0	0	2	**12**
22:15	2	2	0	1	**5**	2	1	0	4	**7**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	1	0	0	1	**2**	5	0	0	1	**6**
22:45	1	0	0	1	**2**	2	0	0	1	**3**
23:00	0	0	1	3	**4**	2	1	0	3	**6**
23:15	1	0	0	5	**6**	1	1	0	3	**5**
23:30	0	0	0	3	**3**	2	0	0	3	**5**
23:45	1	0	0	2	**3**	4	0	0	1	**5**
	550	**25**	**52**	**309**	**936**	**551**	**34**	**52**	**310**	**947**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 1
9/20/2017
Wednesday

********DRIVEWAY IS UNDER CONSTRUCTION*******

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00					**0**					**0**
0:15					**0**					**0**
0:30					**0**					**0**
0:45					**0**					**0**
1:00					**0**					**0**
1:15					**0**					**0**
1:30					**0**					**0**
1:45					**0**					**0**
2:00					**0**					**0**
2:15					**0**					**0**
2:30					**0**					**0**
2:45					**0**					**0**
3:00					**0**					**0**
3:15					**0**					**0**
3:30					**0**					**0**
3:45					**0**					**0**
4:00					**0**					**0**
4:15					**0**					**0**
4:30					**0**					**0**
4:45					**0**					**0**
5:00					**0**					**0**
5:15					**0**					**0**
5:30					**0**					**0**
5:45					**0**					**0**
6:00					**0**					**0**
6:15					**0**					**0**
6:30					**0**					**0**
6:45					**0**					**0**
7:00					**0**					**0**
7:15					**0**					**0**
7:30					**0**					**0**
7:45					**0**					**0**
8:00					**0**					**0**
8:15					**0**					**0**
8:30					**0**					**0**
8:45					**0**					**0**
9:00					**0**					**0**
9:15					**0**					**0**
9:30					**0**					**0**
9:45					**0**					**0**
10:00					**0**					**0**
10:15					**0**					**0**
10:30					**0**					**0**
10:45					**0**					**0**
11:00					**0**					**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 1
9/20/2017
Wednesday

********DRIVEWAY IS UNDER CONSTRUCTION*******

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15					**0**					**0**
11:30					**0**					**0**
11:45					**0**					**0**
12:00					**0**					**0**
12:15					**0**					**0**
12:30					**0**					**0**
12:45					**0**					**0**
13:00					**0**					**0**
13:15					**0**					**0**
13:30					**0**					**0**
13:45					**0**					**0**
14:00					**0**					**0**
14:15					**0**					**0**
14:30					**0**					**0**
14:45					**0**					**0**
15:00					**0**					**0**
15:15					**0**					**0**
15:30					**0**					**0**
15:45					**0**					**0**
16:00					**0**					**0**
16:15					**0**					**0**
16:30					**0**					**0**
16:45					**0**					**0**
17:00					**0**					**0**
17:15					**0**					**0**
17:30					**0**					**0**
17:45					**0**					**0**
18:00					**0**					**0**
18:15					**0**					**0**
18:30					**0**					**0**
18:45					**0**					**0**
19:00					**0**					**0**
19:15					**0**					**0**
19:30					**0**					**0**
19:45					**0**					**0**
20:00					**0**					**0**
20:15					**0**					**0**
20:30					**0**					**0**
20:45					**0**					**0**
21:00					**0**					**0**
21:15					**0**					**0**
21:30					**0**					**0**
21:45					**0**					**0**
22:00					**0**					**0**
22:15					**0**					**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 1
9/20/2017
Wednesday

********DRIVEWAY IS UNDER CONSTRUCTION*******

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30					**0**					**0**
22:45					**0**					**0**
23:00					**0**					**0**
23:15					**0**					**0**
23:30					**0**					**0**
23:45					**0**					**0**
	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 2
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	1	**1**	0	0	0	1	**1**
0:15	0	0	0	0	**0**	0	0	0	4	**4**
0:30	0	0	1	1	**2**	1	0	0	1	**2**
0:45	0	0	0	0	**0**	0	0	1	2	**3**
1:00	0	0	0	0	**0**	0	0	0	2	**2**
1:15	0	0	0	0	**0**	0	0	0	2	**2**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	3	**3**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	2	**2**
2:45	0	1	0	0	**1**	0	0	0	1	**1**
3:00	0	0	0	0	**0**	0	0	0	1	**1**
3:15	0	0	1	0	**1**	0	0	0	2	**2**
3:30	0	0	0	0	**0**	0	0	0	2	**2**
3:45	0	0	0	0	**0**	0	0	0	3	**3**
4:00	0	0	0	0	**0**	0	1	0	2	**3**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	1	0	0	0	**1**	0	0	0	0	**0**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	0	0	0	0	**0**	0	0	0	0	**0**
5:15	0	0	0	0	**0**	0	0	0	0	**0**
5:30	3	0	0	0	**3**	0	0	0	0	**0**
5:45	0	0	0	0	**0**	0	0	0	0	**0**
6:00	0	0	0	0	**0**	0	0	0	0	**0**
6:15	0	0	0	0	**0**	0	0	0	0	**0**
6:30	0	0	0	0	**0**	0	0	0	1	**1**
6:45	0	0	0	0	**0**	0	0	0	3	**3**
7:00	0	0	0	0	**0**	0	0	0	4	**4**
7:15	0	0	0	0	**0**	0	0	0	2	**2**
7:30	0	0	0	0	**0**	0	0	0	3	**3**
7:45	0	0	0	0	**0**	0	0	0	3	**3**
8:00	0	0	0	0	**0**	0	0	0	3	**3**
8:15	0	0	0	0	**0**	0	0	0	1	**1**
8:30	0	0	0	0	**0**	0	0	1	4	**5**
8:45	0	0	0	0	**0**	0	0	0	3	**3**
9:00	0	0	0	0	**0**	0	0	1	1	**2**
9:15	0	0	0	0	**0**	0	0	1	1	**2**
9:30	0	0	0	0	**0**	1	0	0	1	**2**
9:45	0	0	0	0	**0**	0	0	0	1	**1**
10:00	0	1	0	0	**1**	0	0	0	4	**4**
10:15	0	0	0	0	**0**	0	0	0	1	**1**
10:30	0	0	0	0	**0**	0	0	1	3	**4**
10:45	0	0	0	0	**0**	0	0	2	2	**4**
11:00	0	0	0	1	**1**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 2
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	1	0	0	**1**	0	0	0	1	**1**
11:30	0	0	0	0	**0**	0	0	1	1	**2**
11:45	0	0	0	0	**0**	0	0	2	2	**4**
12:00	0	0	0	0	**0**	0	0	0	1	**1**
12:15	0	0	0	0	**0**	0	0	0	2	**2**
12:30	0	0	0	0	**0**	0	0	0	3	**3**
12:45	0	0	0	0	**0**	0	0	0	2	**2**
13:00	0	0	0	0	**0**	0	0	0	2	**2**
13:15	0	0	0	0	**0**	0	0	0	2	**2**
13:30	0	0	0	0	**0**	0	0	0	0	**0**
13:45	0	0	0	1	**1**	0	0	0	2	**2**
14:00	0	0	1	0	**1**	0	0	1	2	**3**
14:15	0	0	0	0	**0**	0	0	0	1	**1**
14:30	0	0	0	0	**0**	0	0	0	0	**0**
14:45	0	1	0	0	**1**	0	1	1	2	**4**
15:00	0	0	0	0	**0**	0	0	1	0	**1**
15:15	0	0	0	0	**0**	0	0	0	1	**1**
15:30	0	0	0	0	**0**	0	1	0	2	**3**
15:45	0	0	0	0	**0**	0	0	0	1	**1**
16:00	1	0	0	0	**1**	1	0	0	3	**4**
16:15	0	0	0	0	**0**	1	0	0	5	**6**
16:30	0	0	0	0	**0**	0	0	1	1	**2**
16:45	0	0	0	0	**0**	0	0	0	1	**1**
17:00	0	0	0	0	**0**	0	0	0	0	**0**
17:15	0	0	0	0	**0**	0	0	0	0	**0**
17:30	0	0	1	0	**1**	0	0	0	0	**0**
17:45	0	0	0	0	**0**	0	0	1	2	**3**
18:00	0	0	0	0	**0**	0	0	0	0	**0**
18:15	0	0	0	0	**0**	0	0	1	1	**2**
18:30	0	0	0	0	**0**	0	0	0	2	**2**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	1	**1**
19:15	0	0	1	0	**1**	0	0	0	1	**1**
19:30	0	0	0	0	**0**	0	0	1	1	**2**
19:45	0	0	0	0	**0**	0	0	0	2	**2**
20:00	0	0	0	0	**0**	0	0	1	2	**3**
20:15	0	0	0	0	**0**	0	0	0	1	**1**
20:30	0	0	0	0	**0**	0	0	0	1	**1**
20:45	0	0	1	0	**1**	0	0	2	0	**2**
21:00	0	0	0	0	**0**	0	0	0	4	**4**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	1	0	0	1	**2**	0	0	1	0	**1**
21:45	0	0	0	0	**0**	0	0	0	1	**1**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	1	0	**1**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 2
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	1	**1**
22:45	0	0	0	0	**0**	0	0	0	3	**3**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	0	0	0	3	**3**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	6	**4**	**6**	**5**	**21**	**4**	**3**	**22**	**132**	**161**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 3
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	3	**3**	0	0	0	0	**0**
0:15	0	0	0	1	**1**	0	0	0	0	**0**
0:30	0	0	0	1	**1**	0	0	0	0	**0**
0:45	0	0	0	2	**2**	0	0	0	0	**0**
1:00	0	0	0	1	**1**	0	0	0	0	**0**
1:15	0	0	0	1	**1**	0	0	0	0	**0**
1:30	0	0	0	3	**3**	0	0	0	0	**0**
1:45	0	0	0	1	**1**	0	0	0	0	**0**
2:00	0	0	0	1	**1**	0	0	0	0	**0**
2:15	0	0	0	2	**2**	0	0	0	0	**0**
2:30	0	0	0	2	**2**	0	0	0	0	**0**
2:45	0	0	0	1	**1**	0	0	0	0	**0**
3:00	0	0	0	4	**4**	0	0	0	0	**0**
3:15	0	0	0	2	**2**	0	0	0	0	**0**
3:30	0	0	0	2	**2**	0	0	0	0	**0**
3:45	0	0	0	1	**1**	0	0	0	0	**0**
4:00	0	0	0	1	**1**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	0	0	0	0	**0**	0	0	0	0	**0**
5:15	0	0	0	0	**0**	0	0	0	0	**0**
5:30	0	0	0	0	**0**	0	0	0	0	**0**
5:45	0	0	0	0	**0**	0	0	0	0	**0**
6:00	0	0	0	2	**2**	0	0	0	0	**0**
6:15	0	0	1	2	**3**	0	0	0	0	**0**
6:30	0	0	1	4	**5**	0	0	0	0	**0**
6:45	0	0	0	4	**4**	0	0	0	0	**0**
7:00	0	0	0	4	**4**	0	0	0	0	**0**
7:15	0	0	0	3	**3**	0	0	0	0	**0**
7:30	0	0	0	4	**4**	0	0	0	0	**0**
7:45	0	0	0	2	**2**	0	0	0	0	**0**
8:00	0	0	0	6	**6**	0	0	0	0	**0**
8:15	0	0	1	3	**4**	0	0	0	0	**0**
8:30	1	0	0	1	**2**	0	0	0	0	**0**
8:45	0	0	0	2	**2**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	1	1	**2**	0	0	0	0	**0**
9:45	0	0	0	4	**4**	0	0	0	0	**0**
10:00	0	0	1	1	**2**	0	0	0	0	**0**
10:15	0	0	0	1	**1**	0	0	0	0	**0**
10:30	0	0	0	2	**2**	0	0	0	0	**0**
10:45	0	0	0	3	**3**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 3
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	1	**1**	0	0	0	0	**0**
11:30	0	0	1	4	**5**	0	0	0	0	**0**
11:45	0	0	0	2	**2**	0	0	0	0	**0**
12:00	0	0	1	1	**2**	0	0	0	0	**0**
12:15	0	0	0	2	**2**	0	0	0	0	**0**
12:30	0	0	0	2	**2**	0	0	0	0	**0**
12:45	0	0	0	1	**1**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	2	**2**	0	0	0	0	**0**
13:45	0	0	0	2	**2**	0	0	0	0	**0**
14:00	0	0	1	1	**2**	0	0	0	0	**0**
14:15	0	0	0	1	**1**	0	0	0	0	**0**
14:30	0	0	0	1	**1**	0	0	0	0	**0**
14:45	0	0	0	1	**1**	0	0	0	0	**0**
15:00	0	0	1	3	**4**	0	0	0	0	**0**
15:15	0	0	1	1	**2**	0	0	0	0	**0**
15:30	0	0	0	2	**2**	0	0	0	0	**0**
15:45	0	0	0	2	**2**	0	0	0	0	**0**
16:00	0	0	0	2	**2**	0	0	0	0	**0**
16:15	0	0	0	1	**1**	0	0	0	0	**0**
16:30	0	0	0	0	**0**	0	0	0	0	**0**
16:45	0	0	0	0	**0**	0	0	0	0	**0**
17:00	0	0	1	1	**2**	0	0	0	0	**0**
17:15	0	0	0	0	**0**	0	0	0	0	**0**
17:30	0	0	1	2	**3**	0	0	0	0	**0**
17:45	0	0	0	2	**2**	0	0	0	0	**0**
18:00	0	0	0	2	**2**	0	0	0	0	**0**
18:15	0	0	0	2	**2**	0	0	0	0	**0**
18:30	0	0	1	2	**3**	0	0	0	0	**0**
18:45	0	0	0	3	**3**	0	0	0	0	**0**
19:00	0	0	0	2	**2**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	2	**2**	0	0	0	0	**0**
19:45	0	0	1	1	**2**	0	0	0	0	**0**
20:00	0	0	0	2	**2**	0	0	0	0	**0**
20:15	0	0	0	1	**1**	0	0	0	0	**0**
20:30	0	0	0	1	**1**	0	0	0	0	**0**
20:45	1	0	0	2	**3**	0	0	0	0	**0**
21:00	0	0	0	2	**2**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	1	**1**	0	0	0	0	**0**
21:45	0	0	0	2	**2**	0	0	0	0	**0**
22:00	0	0	0	3	**3**	0	0	0	0	**0**
22:15	0	0	0	3	**3**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 3
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	1	**1**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	1	**1**	0	0	0	0	**0**
23:30	0	0	1	2	**3**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	2	**0**	**15**	**150**	**167**	**0**	**0**	**0**	**0**	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 4
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	2	0	0	0	**2**	0	0	0	0	**0**
2:45	7	0	0	0	**7**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	1	0	0	0	**1**	0	0	0	0	**0**
3:30	3	0	0	0	**3**	0	0	0	0	**0**
3:45	3	0	0	0	**3**	0	0	0	0	**0**
4:00	6	0	0	0	**6**	0	0	0	0	**0**
4:15	6	0	0	0	**6**	0	0	0	0	**0**
4:30	20	0	0	0	**20**	0	0	0	0	**0**
4:45	34	0	0	0	**34**	0	0	0	0	**0**
5:00	62	0	0	0	**62**	0	0	0	0	**0**
5:15	41	0	0	0	**41**	0	0	0	0	**0**
5:30	16	0	0	0	**16**	0	0	0	0	**0**
5:45	4	1	0	0	**5**	0	0	0	0	**0**
6:00	10	0	0	0	**10**	0	0	0	0	**0**
6:15	4	0	0	0	**4**	0	0	0	0	**0**
6:30	4	0	0	0	**4**	0	0	0	0	**0**
6:45	3	0	0	0	**3**	0	0	0	0	**0**
7:00	2	0	0	0	**2**	0	0	0	0	**0**
7:15	1	0	0	0	**1**	0	0	0	0	**0**
7:30	2	0	0	0	**2**	0	0	0	0	**0**
7:45	1	0	0	0	**1**	0	0	0	0	**0**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	3	0	0	0	**3**	0	0	0	0	**0**
8:30	0	1	0	0	**1**	0	0	0	0	**0**
8:45	1	0	0	0	**1**	0	0	0	0	**0**
9:00	1	0	0	0	**1**	0	0	0	0	**0**
9:15	1	0	0	0	**1**	0	0	0	0	**0**
9:30	1	1	0	0	**2**	0	0	0	0	**0**
9:45	2	0	0	0	**2**	0	0	0	0	**0**
10:00	2	1	0	0	**3**	0	0	0	0	**0**
10:15	5	0	0	0	**5**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	1	0	0	0	**1**	0	0	0	0	**0**
11:00	1	0	0	0	**1**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 4
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	0	0	0	**1**	0	0	0	0	**0**
11:30	2	1	0	0	**3**	0	0	0	0	**0**
11:45	3	0	0	0	**3**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	0	0	0	0	**0**
12:15	3	0	0	0	**3**	0	0	0	0	**0**
12:30	6	0	0	0	**6**	0	0	0	0	**0**
12:45	1	0	0	0	**1**	0	0	0	0	**0**
13:00	3	0	0	0	**3**	0	0	0	0	**0**
13:15	1	0	0	0	**1**	0	0	0	0	**0**
13:30	2	0	0	0	**2**	0	0	0	0	**0**
13:45	7	0	0	0	**7**	0	0	0	0	**0**
14:00	3	0	0	0	**3**	0	0	0	0	**0**
14:15	5	0	0	0	**5**	0	0	0	0	**0**
14:30	2	0	0	0	**2**	0	0	0	0	**0**
14:45	8	1	0	0	**9**	0	0	0	0	**0**
15:00	4	0	0	0	**4**	0	0	0	0	**0**
15:15	9	0	0	0	**9**	0	0	0	0	**0**
15:30	8	1	0	0	**9**	0	0	0	0	**0**
15:45	10	0	0	0	**10**	0	0	0	0	**0**
16:00	13	0	0	0	**13**	0	0	0	0	**0**
16:15	1	0	0	0	**1**	0	0	0	0	**0**
16:30	66	0	0	0	**66**	0	0	0	0	**0**
16:45	56	0	0	0	**56**	0	0	0	0	**0**
17:00	16	0	0	0	**16**	0	0	0	0	**0**
17:15	3	0	0	0	**3**	0	0	0	0	**0**
17:30	2	0	0	0	**2**	0	0	0	0	**0**
17:45	3	0	0	0	**3**	0	0	0	0	**0**
18:00	2	0	0	0	**2**	0	0	0	0	**0**
18:15	2	0	0	0	**2**	0	0	0	0	**0**
18:30	4	0	0	0	**4**	0	0	0	0	**0**
18:45	3	0	0	0	**3**	0	0	0	0	**0**
19:00	2	1	0	0	**3**	0	0	0	0	**0**
19:15	1	0	0	0	**1**	0	0	0	0	**0**
19:30	5	0	0	0	**5**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	1	0	0	0	**1**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	1	0	0	0	**1**	0	0	0	0	**0**
20:45	3	0	0	0	**3**	0	0	0	0	**0**
21:00	4	0	0	0	**4**	0	0	0	0	**0**
21:15	3	0	0	0	**3**	0	0	0	0	**0**
21:30	12	0	0	0	**12**	0	0	0	0	**0**
21:45	5	0	0	0	**5**	0	0	0	0	**0**
22:00	1	0	0	0	**1**	0	0	0	0	**0**
22:15	0	1	0	0	**1**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 4
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	1	0	0	**3**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	1	0	0	0	**1**
23:15	0	0	0	0	**0**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	1	0	0	0	**1**	0	0	0	0	**0**
	540	**10**	**0**	**0**	**550**	**1**	**0**	**0**	**0**	**1**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 5
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	3	0	0	0	**3**
0:15	0	0	0	0	**0**	1	0	0	0	**1**
0:30	0	0	0	0	**0**	1	0	0	0	**1**
0:45	0	0	0	0	**0**	2	0	0	0	**2**
1:00	0	0	0	0	**0**	2	0	0	0	**2**
1:15	0	0	0	0	**0**	2	0	0	0	**2**
1:30	0	0	0	0	**0**	6	0	0	0	**6**
1:45	0	0	0	0	**0**	1	0	0	0	**1**
2:00	0	0	0	0	**0**	4	0	0	0	**4**
2:15	0	0	0	0	**0**	3	0	0	0	**3**
2:30	0	0	0	0	**0**	2	0	0	0	**2**
2:45	0	0	0	0	**0**	5	0	0	0	**5**
3:00	0	0	0	0	**0**	2	0	0	0	**2**
3:15	0	0	0	0	**0**	5	0	0	0	**5**
3:30	0	0	0	0	**0**	74	0	0	0	**74**
3:45	0	0	0	0	**0**	26	0	0	0	**26**
4:00	0	0	0	0	**0**	9	0	0	0	**9**
4:15	0	0	0	0	**0**	6	0	0	0	**6**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	0	0	0	0	**0**	1	0	0	0	**1**
5:00	0	0	0	0	**0**	1	0	0	0	**1**
5:15	0	0	0	0	**0**	27	0	0	0	**27**
5:30	0	0	0	0	**0**	10	0	0	0	**10**
5:45	0	0	0	0	**0**	3	0	0	0	**3**
6:00	0	0	0	0	**0**	11	0	0	0	**11**
6:15	0	0	0	0	**0**	1	0	0	0	**1**
6:30	0	0	0	0	**0**	2	0	0	0	**2**
6:45	0	0	0	0	**0**	3	0	0	0	**3**
7:00	1	0	0	0	**1**	1	0	0	0	**1**
7:15	0	0	0	0	**0**	3	0	0	0	**3**
7:30	0	0	0	0	**0**	2	0	0	0	**2**
7:45	0	0	0	0	**0**	1	0	0	0	**1**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	2	0	0	0	**2**
8:30	0	0	0	0	**0**	1	0	0	0	**1**
8:45	0	0	0	0	**0**	1	0	0	0	**1**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	1	1	0	0	**2**
9:30	0	0	0	0	**0**	2	0	0	0	**2**
9:45	0	0	0	0	**0**	2	0	0	0	**2**
10:00	0	0	0	0	**0**	1	1	0	0	**2**
10:15	0	0	0	0	**0**	4	1	0	0	**5**
10:30	0	0	0	0	**0**	1	0	0	0	**1**
10:45	0	0	0	0	**0**	2	0	0	0	**2**
11:00	0	0	0	0	**0**	5	0	0	0	**5**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 5
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	4	0	0	0	**4**
11:45	0	0	0	0	**0**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	0	0	0	0	**0**
12:15	0	0	0	0	**0**	3	0	0	0	**3**
12:30	0	0	0	0	**0**	5	1	0	0	**6**
12:45	0	0	0	0	**0**	6	0	0	0	**6**
13:00	0	0	0	0	**0**	1	1	0	0	**2**
13:15	0	0	0	0	**0**	2	0	0	0	**2**
13:30	0	0	0	0	**0**	11	0	0	0	**11**
13:45	0	0	0	0	**0**	5	0	0	0	**5**
14:00	0	0	0	0	**0**	5	0	0	0	**5**
14:15	0	0	0	0	**0**	4	0	0	0	**4**
14:30	0	0	0	0	**0**	6	0	0	0	**6**
14:45	0	0	0	0	**0**	1	0	0	0	**1**
15:00	0	0	0	0	**0**	7	1	0	0	**8**
15:15	0	0	0	0	**0**	1	0	0	0	**1**
15:30	0	0	0	0	**0**	4	0	0	0	**4**
15:45	0	0	0	0	**0**	1	0	0	0	**1**
16:00	0	0	0	0	**0**	6	0	0	0	**6**
16:15	0	0	0	0	**0**	13	0	0	0	**13**
16:30	2	0	0	0	**2**	49	0	0	0	**49**
16:45	0	0	0	0	**0**	58	0	0	0	**58**
17:00	0	0	0	0	**0**	27	0	0	0	**27**
17:15	0	0	0	0	**0**	7	0	0	0	**7**
17:30	0	0	0	0	**0**	1	0	0	0	**1**
17:45	0	0	0	0	**0**	2	0	0	0	**2**
18:00	0	0	0	0	**0**	3	0	0	0	**3**
18:15	0	0	0	0	**0**	2	0	0	0	**2**
18:30	0	0	0	0	**0**	1	0	0	0	**1**
18:45	0	0	0	0	**0**	7	0	0	0	**7**
19:00	0	0	0	0	**0**	1	0	0	0	**1**
19:15	0	0	0	0	**0**	3	0	0	0	**3**
19:30	0	0	0	0	**0**	3	0	0	0	**3**
19:45	0	0	0	0	**0**	2	0	0	0	**2**
20:00	0	0	0	0	**0**	1	0	0	0	**1**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	2	0	0	0	**2**
20:45	0	0	0	0	**0**	3	0	0	0	**3**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	5	0	0	0	**5**
21:30	0	0	0	0	**0**	10	0	0	0	**10**
21:45	0	0	0	0	**0**	6	0	0	0	**6**
22:00	0	0	0	0	**0**	7	0	0	0	**7**
22:15	0	0	0	0	**0**	2	0	0	0	**2**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 5
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	3	0	0	0	**3**
22:45	0	0	0	0	**0**	0	1	0	0	**1**
23:00	0	0	0	0	**0**	2	0	0	0	**2**
23:15	0	0	0	0	**0**	1	0	0	0	**1**
23:30	0	0	0	0	**0**	1	0	0	0	**1**
23:45	0	0	0	0	**0**	1	0	0	0	**1**
	3	**0**	**0**	**0**	**3**	**537**	**7**	**0**	**0**	**544**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 6
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	3	**3**
0:15	0	0	0	0	**0**	0	0	0	5	**5**
0:30	0	0	0	1	**1**	0	0	0	3	**3**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	1	**1**
1:15	0	0	0	0	**0**	0	0	0	1	**1**
1:30	0	0	0	0	**0**	0	0	1	2	**3**
1:45	0	0	0	0	**0**	0	0	0	2	**2**
2:00	0	0	0	0	**0**	0	0	0	1	**1**
2:15	0	0	0	0	**0**	0	0	0	1	**1**
2:30	0	0	0	0	**0**	0	0	0	1	**1**
2:45	0	0	0	0	**0**	0	0	0	5	**5**
3:00	0	0	0	1	**1**	0	0	1	4	**5**
3:15	0	0	0	0	**0**	0	0	0	1	**1**
3:30	0	0	0	0	**0**	0	0	0	3	**3**
3:45	0	0	0	0	**0**	0	0	0	1	**1**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	0	0	1	1	**2**	0	0	0	0	**0**
5:00	0	0	0	0	**0**	0	0	0	1	**1**
5:15	0	0	0	1	**1**	0	0	0	0	**0**
5:30	1	1	1	0	**3**	0	0	1	0	**1**
5:45	0	0	1	0	**1**	0	0	0	2	**2**
6:00	1	0	0	0	**1**	0	0	1	2	**3**
6:15	0	0	1	0	**1**	0	0	0	5	**5**
6:30	0	0	1	1	**2**	0	0	0	1	**1**
6:45	0	0	0	1	**1**	0	0	2	1	**3**
7:00	0	0	0	1	**1**	0	1	1	4	**6**
7:15	0	0	0	1	**1**	1	0	0	2	**3**
7:30	0	0	0	0	**0**	0	1	1	5	**7**
7:45	0	0	1	0	**1**	0	0	0	6	**6**
8:00	0	0	2	0	**2**	0	1	3	1	**5**
8:15	0	0	0	0	**0**	0	0	1	1	**2**
8:30	0	0	1	0	**1**	0	1	1	2	**4**
8:45	0	0	0	1	**1**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	1	2	3	**6**
9:15	0	0	0	0	**0**	0	2	0	1	**3**
9:30	0	0	0	0	**0**	1	1	0	1	**3**
9:45	0	0	0	1	**1**	0	0	2	2	**4**
10:00	0	0	1	1	**2**	0	2	1	1	**4**
10:15	1	0	0	0	**1**	1	1	0	2	**4**
10:30	0	0	0	0	**0**	0	1	0	3	**4**
10:45	0	0	0	0	**0**	0	1	0	4	**5**
11:00	0	0	2	0	**2**	1	0	0	2	**3**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 6
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	1	0	0	**1**
11:30	0	1	1	0	**2**	0	0	0	2	**2**
11:45	1	0	1	0	**2**	0	3	1	3	**7**
12:00	0	0	1	0	**1**	0	2	1	4	**7**
12:15	0	0	0	0	**0**	0	1	0	2	**3**
12:30	1	0	1	1	**3**	0	0	1	3	**4**
12:45	1	0	0	0	**1**	0	0	1	3	**4**
13:00	0	0	0	0	**0**	3	1	0	1	**5**
13:15	0	0	0	0	**0**	1	0	0	2	**3**
13:30	0	0	0	0	**0**	0	1	1	2	**4**
13:45	0	0	1	0	**1**	0	1	2	4	**7**
14:00	1	0	1	1	**3**	0	1	0	4	**5**
14:15	0	0	1	1	**2**	0	0	0	1	**1**
14:30	0	0	0	0	**0**	1	2	0	4	**7**
14:45	0	0	1	0	**1**	0	1	0	1	**2**
15:00	0	0	0	0	**0**	0	0	0	2	**2**
15:15	0	0	0	1	**1**	0	0	0	3	**3**
15:30	0	0	0	0	**0**	0	1	1	4	**6**
15:45	0	0	1	0	**1**	0	0	2	5	**7**
16:00	0	0	0	0	**0**	0	2	1	3	**6**
16:15	0	0	0	1	**1**	0	1	0	3	**4**
16:30	1	0	1	1	**3**	0	0	0	0	**0**
16:45	1	0	0	0	**1**	0	0	0	1	**1**
17:00	0	0	0	0	**0**	0	0	0	1	**1**
17:15	0	0	1	1	**2**	0	0	0	0	**0**
17:30	0	0	0	1	**1**	0	0	0	1	**1**
17:45	0	0	0	0	**0**	0	2	1	0	**3**
18:00	0	0	0	0	**0**	0	2	0	3	**5**
18:15	0	0	0	0	**0**	0	0	1	3	**4**
18:30	0	0	0	0	**0**	0	0	0	1	**1**
18:45	0	0	1	0	**1**	0	0	0	4	**4**
19:00	0	0	0	0	**0**	2	0	0	2	**4**
19:15	0	0	0	0	**0**	0	0	1	4	**5**
19:30	0	0	0	1	**1**	0	0	0	0	**0**
19:45	0	0	1	0	**1**	0	1	1	3	**5**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	1	0	2	**3**
20:30	0	0	1	0	**1**	0	0	0	2	**2**
20:45	0	0	0	0	**0**	0	0	0	5	**5**
21:00	0	0	1	0	**1**	0	0	0	3	**3**
21:15	0	0	0	0	**0**	0	1	0	1	**2**
21:30	0	0	0	0	**0**	0	0	1	2	**3**
21:45	0	0	0	0	**0**	0	0	0	1	**1**
22:00	0	0	1	0	**1**	0	0	0	2	**2**
22:15	0	0	0	0	**0**	0	1	0	2	**3**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 6
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	1	**1**
22:45	0	0	1	0	**1**	0	1	2	0	**3**
23:00	0	0	0	0	**0**	0	0	0	2	**2**
23:15	0	0	0	0	**0**	0	1	0	3	**4**
23:30	0	0	0	0	**0**	0	0	0	2	**2**
23:45	0	0	0	0	**0**	0	0	0	1	**1**
	9	**2**	**29**	**20**	**60**	**11**	**41**	**36**	**194**	**282**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 7
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	1	**1**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	1	**1**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	0	0	0	0	**0**	0	0	0	0	**0**
5:15	0	0	0	0	**0**	0	0	0	0	**0**
5:30	0	0	0	0	**0**	0	0	0	0	**0**
5:45	0	0	0	0	**0**	0	0	0	0	**0**
6:00	0	0	0	0	**0**	0	0	0	0	**0**
6:15	0	0	0	0	**0**	0	0	0	0	**0**
6:30	0	0	0	0	**0**	0	0	0	0	**0**
6:45	0	0	0	0	**0**	0	0	0	0	**0**
7:00	0	0	0	0	**0**	0	0	0	0	**0**
7:15	0	0	0	0	**0**	0	0	0	0	**0**
7:30	0	0	0	0	**0**	0	0	0	0	**0**
7:45	0	0	0	0	**0**	0	0	0	0	**0**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 7
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	0	0	0	0	**0**
12:15	0	0	0	0	**0**	0	0	0	0	**0**
12:30	0	0	0	0	**0**	0	0	0	0	**0**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	0	0	0	0	**0**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	0	0	0	0	**0**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	0	0	0	0	**0**
15:15	0	0	0	0	**0**	0	0	0	0	**0**
15:30	0	0	0	0	**0**	0	0	0	0	**0**
15:45	0	0	0	0	**0**	0	0	0	0	**0**
16:00	0	0	0	0	**0**	0	0	0	0	**0**
16:15	0	0	0	0	**0**	0	0	0	0	**0**
16:30	0	0	0	0	**0**	0	0	0	0	**0**
16:45	0	0	0	0	**0**	0	0	0	0	**0**
17:00	0	0	0	0	**0**	0	0	0	0	**0**
17:15	0	0	0	0	**0**	0	0	0	0	**0**
17:30	0	0	0	0	**0**	0	0	0	0	**0**
17:45	0	0	0	0	**0**	0	0	0	0	**0**
18:00	0	0	0	0	**0**	0	0	0	0	**0**
18:15	0	0	0	0	**0**	0	0	0	0	**0**
18:30	0	0	0	0	**0**	0	0	0	0	**0**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 7
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	0	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 8
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	3	**3**	0	0	0	0	**0**
0:15	0	0	0	3	**3**	0	0	0	0	**0**
0:30	0	0	0	1	**1**	0	0	0	0	**0**
0:45	0	0	0	1	**1**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	1	0	**1**
1:30	0	0	1	2	**3**	0	0	0	0	**0**
1:45	0	0	0	1	**1**	0	0	0	0	**0**
2:00	0	0	0	1	**1**	0	0	0	0	**0**
2:15	0	0	0	2	**2**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	3	0	0	0	**3**
3:30	0	0	0	0	**0**	2	0	0	0	**2**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	3	0	0	0	**3**	0	0	0	0	**0**
5:15	1	0	0	0	**1**	0	0	0	0	**0**
5:30	1	0	0	0	**1**	0	0	0	0	**0**
5:45	0	0	0	8	**8**	0	0	0	0	**0**
6:00	0	0	0	1	**1**	0	0	0	0	**0**
6:15	0	1	0	2	**3**	0	0	0	0	**0**
6:30	0	0	0	5	**5**	0	0	0	0	**0**
6:45	0	0	0	1	**1**	0	0	0	0	**0**
7:00	0	0	0	3	**3**	0	0	0	0	**0**
7:15	0	0	0	1	**1**	0	0	0	0	**0**
7:30	0	0	0	4	**4**	0	0	0	0	**0**
7:45	2	0	0	4	**6**	0	0	0	0	**0**
8:00	0	0	0	4	**4**	0	0	0	0	**0**
8:15	1	0	0	2	**3**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	5	**5**	0	0	0	0	**0**
9:00	0	0	1	4	**5**	0	0	0	0	**0**
9:15	0	0	1	3	**4**	0	0	0	0	**0**
9:30	0	0	0	2	**2**	0	0	0	0	**0**
9:45	0	1	0	4	**5**	0	0	0	0	**0**
10:00	0	0	0	2	**2**	0	0	0	0	**0**
10:15	0	1	0	1	**2**	0	0	0	0	**0**
10:30	0	0	0	4	**4**	0	0	0	0	**0**
10:45	0	0	0	1	**1**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 8
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	1	**1**	0	0	0	0	**0**
11:30	0	0	0	3	**3**	0	0	0	0	**0**
11:45	0	0	0	2	**2**	0	0	0	0	**0**
12:00	0	1	0	3	**4**	0	0	0	0	**0**
12:15	1	0	0	1	**2**	0	0	0	0	**0**
12:30	0	0	0	2	**2**	0	0	0	0	**0**
12:45	1	0	0	2	**3**	0	0	0	0	**0**
13:00	0	1	0	3	**4**	0	0	0	0	**0**
13:15	0	1	1	2	**4**	0	0	0	0	**0**
13:30	0	0	0	2	**2**	0	0	0	0	**0**
13:45	0	0	0	2	**2**	0	0	0	0	**0**
14:00	0	1	0	2	**3**	0	0	0	0	**0**
14:15	0	0	0	1	**1**	0	0	0	0	**0**
14:30	0	1	0	2	**3**	0	0	0	0	**0**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	4	**4**	0	0	0	0	**0**
15:15	1	0	0	1	**2**	0	0	0	0	**0**
15:30	2	0	0	2	**4**	0	0	0	0	**0**
15:45	0	0	0	4	**4**	0	0	0	0	**0**
16:00	2	0	1	0	**3**	1	0	0	0	**1**
16:15	2	1	0	2	**5**	0	0	0	0	**0**
16:30	0	0	0	0	**0**	4	0	0	0	**4**
16:45	0	0	0	1	**1**	1	0	0	0	**1**
17:00	0	1	0	0	**1**	2	0	0	1	**3**
17:15	0	0	0	1	**1**	0	0	0	0	**0**
17:30	0	0	0	2	**2**	0	0	0	0	**0**
17:45	0	0	0	3	**3**	0	0	0	0	**0**
18:00	0	1	0	2	**3**	0	0	0	0	**0**
18:15	0	0	0	3	**3**	0	0	0	0	**0**
18:30	0	0	0	2	**2**	0	0	0	0	**0**
18:45	0	1	0	5	**6**	0	0	0	0	**0**
19:00	0	0	0	1	**1**	0	0	0	0	**0**
19:15	0	0	0	2	**2**	0	0	0	0	**0**
19:30	0	0	0	4	**4**	1	0	0	0	**1**
19:45	0	1	0	2	**3**	0	0	0	0	**0**
20:00	0	0	1	0	**1**	0	0	0	0	**0**
20:15	0	0	0	1	**1**	0	0	0	0	**0**
20:30	0	0	0	1	**1**	1	0	0	0	**1**
20:45	1	0	0	0	**1**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	2	**2**	0	0	0	0	**0**
21:30	0	0	0	1	**1**	0	0	0	0	**0**
21:45	0	0	0	3	**3**	0	0	0	1	**1**
22:00	0	0	0	3	**3**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 8
9/20/2017
Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	1	**1**
22:45	0	0	0	2	**2**
23:00	0	0	0	2	**2**
23:15	0	0	0	2	**2**
23:30	0	0	0	2	**2**
23:45	0	0	0	1	**1**
	18	**13**	**6**	**165**	**202**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	1	0	0	0	**1**
	0	0	0	0	**0**
	0	0	0	0	**0**
	16	**0**	**1**	**2**	**19**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	8	**8**	3	0	0	4	**7**
0:15	0	0	0	4	**4**	1	0	0	10	**11**
0:30	0	0	1	4	**5**	2	0	0	4	**6**
0:45	0	0	0	3	**3**	2	0	1	2	**5**
1:00	0	0	0	1	**1**	2	0	0	3	**5**
1:15	0	0	0	1	**1**	2	0	1	3	**6**
1:30	0	0	1	5	**6**	6	0	1	2	**9**
1:45	0	0	0	2	**2**	1	0	0	2	**3**
2:00	0	0	0	2	**2**	4	0	0	4	**8**
2:15	0	0	0	4	**4**	3	0	0	1	**4**
2:30	2	0	0	2	**4**	2	0	0	3	**5**
2:45	7	1	0	1	**9**	5	0	0	6	**11**
3:00	0	0	0	5	**5**	2	0	1	5	**8**
3:15	1	0	1	2	**4**	8	0	0	3	**11**
3:30	3	0	0	2	**5**	76	0	0	5	**81**
3:45	3	0	0	1	**4**	26	0	0	4	**30**
4:00	6	0	0	1	**7**	9	1	0	2	**12**
4:15	6	0	0	0	**6**	6	0	0	0	**6**
4:30	21	0	0	0	**21**	0	0	0	0	**0**
4:45	34	0	1	1	**36**	1	0	0	0	**1**
5:00	65	0	0	0	**65**	1	0	0	1	**2**
5:15	42	0	0	1	**43**	27	0	0	0	**27**
5:30	21	1	1	0	**23**	10	0	1	0	**11**
5:45	4	1	1	8	**14**	3	0	0	2	**5**
6:00	11	0	0	3	**14**	11	0	1	2	**14**
6:15	4	1	2	4	**11**	1	0	0	5	**6**
6:30	4	0	2	10	**16**	2	0	0	2	**4**
6:45	3	0	0	6	**9**	3	0	2	4	**9**
7:00	3	0	0	8	**11**	1	1	1	8	**11**
7:15	1	0	0	5	**6**	4	0	0	4	**8**
7:30	2	0	0	8	**10**	2	1	1	8	**12**
7:45	3	0	1	6	**10**	1	0	0	9	**10**
8:00	0	0	2	10	**12**	0	1	3	4	**8**
8:15	4	0	1	5	**10**	2	0	1	2	**5**
8:30	1	1	1	1	**4**	1	1	2	6	**10**
8:45	1	0	0	8	**9**	1	0	0	3	**4**
9:00	1	0	1	4	**6**	0	1	3	4	**8**
9:15	1	0	1	3	**5**	1	3	1	2	**7**
9:30	1	1	1	3	**6**	4	1	0	2	**7**
9:45	2	1	0	9	**12**	2	0	2	3	**7**
10:00	2	2	2	4	**10**	1	3	1	5	**10**
10:15	6	1	0	2	**9**	5	2	0	3	**10**
10:30	0	0	0	6	**6**	1	1	1	6	**9**
10:45	1	0	0	4	**5**	2	1	2	6	**11**
11:00	1	0	2	1	**4**	6	0	0	2	**8**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	1	0	2	**4**	0	1	0	1	**2**
11:30	2	2	2	7	**13**	4	0	1	3	**8**
11:45	4	0	1	4	**9**	0	3	3	5	**11**
12:00	0	1	2	4	**7**	0	2	1	5	**8**
12:15	4	0	0	3	**7**	3	1	0	4	**8**
12:30	7	0	1	5	**13**	5	1	1	6	**13**
12:45	3	0	0	3	**6**	6	0	1	5	**12**
13:00	3	1	0	3	**7**	4	2	0	3	**9**
13:15	1	1	1	2	**5**	3	0	0	4	**7**
13:30	2	0	0	4	**6**	11	1	1	2	**15**
13:45	7	0	1	5	**13**	5	1	2	6	**14**
14:00	4	1	3	4	**12**	5	1	1	6	**13**
14:15	5	0	1	3	**9**	4	0	0	2	**6**
14:30	2	1	0	3	**6**	7	2	0	4	**13**
14:45	8	2	1	1	**12**	1	2	1	3	**7**
15:00	4	0	1	7	**12**	7	1	1	2	**11**
15:15	10	0	1	3	**14**	1	0	0	4	**5**
15:30	10	1	0	4	**15**	4	2	1	6	**13**
15:45	10	0	1	6	**17**	1	0	2	6	**9**
16:00	16	0	1	2	**19**	8	2	1	6	**17**
16:15	3	1	0	4	**8**	14	1	0	8	**23**
16:30	69	0	1	1	**71**	53	0	1	1	**55**
16:45	57	0	0	1	**58**	59	0	0	2	**61**
17:00	16	1	1	1	**19**	29	0	0	2	**31**
17:15	3	0	1	2	**6**	7	0	0	0	**7**
17:30	2	0	2	5	**9**	1	0	0	1	**2**
17:45	3	0	0	5	**8**	2	2	2	2	**8**
18:00	2	1	0	4	**7**	3	2	0	3	**8**
18:15	2	0	0	5	**7**	2	0	2	4	**8**
18:30	4	0	1	4	**9**	1	0	0	3	**4**
18:45	3	1	1	8	**13**	7	0	0	4	**11**
19:00	2	1	0	3	**6**	3	0	0	3	**6**
19:15	1	0	1	2	**4**	3	0	1	5	**9**
19:30	5	0	0	7	**12**	4	0	1	1	**6**
19:45	0	1	2	3	**6**	2	1	1	5	**9**
20:00	1	0	1	2	**4**	1	0	1	2	**4**
20:15	0	0	0	2	**2**	0	1	0	3	**4**
20:30	1	0	1	2	**4**	3	0	0	3	**6**
20:45	5	0	1	2	**8**	3	0	2	5	**10**
21:00	4	0	1	2	**7**	0	0	0	7	**7**
21:15	3	0	0	2	**5**	5	1	0	1	**7**
21:30	13	0	0	3	**16**	10	0	2	2	**14**
21:45	5	0	0	5	**10**	6	0	0	3	**9**
22:00	1	0	1	6	**8**	7	0	0	2	**9**
22:15	0	1	0	3	**4**	2	1	1	2	**6**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	1	0	1	**4**	3	0	0	2	**5**
22:45	0	0	1	3	**4**	0	2	2	3	**7**
23:00	0	0	0	2	**2**	3	0	0	2	**5**
23:15	0	0	0	3	**3**	2	1	0	3	**6**
23:30	0	0	1	4	**5**	1	0	0	5	**6**
23:45	1	0	0	1	**2**	1	0	0	1	**2**
	578	**29**	**56**	**341**	**1004**	**569**	**51**	**59**	**329**	**1008**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 1
9/21/2017
Thursday

********DRIVEWAY IS UNDER CONSTRUCTION*******

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00					**0**					**0**
0:15					**0**					**0**
0:30					**0**					**0**
0:45					**0**					**0**
1:00					**0**					**0**
1:15					**0**					**0**
1:30					**0**					**0**
1:45					**0**					**0**
2:00					**0**					**0**
2:15					**0**					**0**
2:30					**0**					**0**
2:45					**0**					**0**
3:00					**0**					**0**
3:15					**0**					**0**
3:30					**0**					**0**
3:45					**0**					**0**
4:00					**0**					**0**
4:15					**0**					**0**
4:30					**0**					**0**
4:45					**0**					**0**
5:00					**0**					**0**
5:15					**0**					**0**
5:30					**0**					**0**
5:45					**0**					**0**
6:00					**0**					**0**
6:15					**0**					**0**
6:30					**0**					**0**
6:45					**0**					**0**
7:00					**0**					**0**
7:15					**0**					**0**
7:30					**0**					**0**
7:45					**0**					**0**
8:00					**0**					**0**
8:15					**0**					**0**
8:30					**0**					**0**
8:45					**0**					**0**
9:00					**0**					**0**
9:15					**0**					**0**
9:30					**0**					**0**
9:45					**0**					**0**
10:00					**0**					**0**
10:15					**0**					**0**
10:30					**0**					**0**
10:45					**0**					**0**
11:00					**0**					**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 1
9/21/2017
Thursday

********DRIVEWAY IS UNDER CONSTRUCTION*******

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15					**0**					**0**
11:30					**0**					**0**
11:45					**0**					**0**
12:00					**0**					**0**
12:15					**0**					**0**
12:30					**0**					**0**
12:45					**0**					**0**
13:00					**0**					**0**
13:15					**0**					**0**
13:30					**0**					**0**
13:45					**0**					**0**
14:00					**0**					**0**
14:15					**0**					**0**
14:30					**0**					**0**
14:45					**0**					**0**
15:00					**0**					**0**
15:15					**0**					**0**
15:30					**0**					**0**
15:45					**0**					**0**
16:00					**0**					**0**
16:15					**0**					**0**
16:30					**0**					**0**
16:45					**0**					**0**
17:00					**0**					**0**
17:15					**0**					**0**
17:30					**0**					**0**
17:45					**0**					**0**
18:00					**0**					**0**
18:15					**0**					**0**
18:30					**0**					**0**
18:45					**0**					**0**
19:00					**0**					**0**
19:15					**0**					**0**
19:30					**0**					**0**
19:45					**0**					**0**
20:00					**0**					**0**
20:15					**0**					**0**
20:30					**0**					**0**
20:45					**0**					**0**
21:00					**0**					**0**
21:15					**0**					**0**
21:30					**0**					**0**
21:45					**0**					**0**
22:00					**0**					**0**
22:15					**0**					**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 1
9/21/2017
Thursday

********DRIVEWAY IS UNDER CONSTRUCTION*******

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30					**0**					**0**
22:45					**0**					**0**
23:00					**0**					**0**
23:15					**0**					**0**
23:30					**0**					**0**
23:45					**0**					**0**
	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 2
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	5	**5**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	1	**1**
0:45	0	0	0	0	**0**	0	0	0	1	**1**
1:00	0	0	0	0	**0**	0	0	0	3	**3**
1:15	0	0	0	0	**0**	0	0	0	2	**2**
1:30	0	0	0	0	**0**	0	0	0	1	**1**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	2	**2**
2:15	0	0	0	0	**0**	0	0	0	4	**4**
2:30	0	0	0	0	**0**	0	0	0	1	**1**
2:45	0	0	1	0	**1**	0	0	0	1	**1**
3:00	0	0	0	0	**0**	0	0	0	2	**2**
3:15	0	0	0	0	**0**	0	0	0	2	**2**
3:30	0	0	0	0	**0**	0	0	0	4	**4**
3:45	0	0	0	0	**0**	0	0	0	2	**2**
4:00	0	0	0	0	**0**	0	0	0	3	**3**
4:15	0	0	0	0	**0**	0	0	0	2	**2**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	1	0	1	0	**2**	0	0	1	0	**1**
5:15	0	0	0	0	**0**	1	0	0	0	**1**
5:30	0	0	0	0	**0**	1	0	0	0	**1**
5:45	0	0	0	0	**0**	0	0	0	0	**0**
6:00	0	0	0	0	**0**	0	0	1	0	**1**
6:15	0	0	0	1	**1**	0	0	1	0	**1**
6:30	0	0	0	0	**0**	0	0	1	0	**1**
6:45	1	0	0	0	**1**	1	0	1	0	**2**
7:00	0	0	0	0	**0**	0	0	0	2	**2**
7:15	0	0	0	0	**0**	0	0	0	1	**1**
7:30	0	0	0	0	**0**	0	0	0	1	**1**
7:45	1	0	0	0	**1**	0	0	0	2	**2**
8:00	0	0	0	0	**0**	0	0	0	4	**4**
8:15	0	0	0	0	**0**	0	0	0	1	**1**
8:30	0	0	0	1	**1**	0	0	1	2	**3**
8:45	0	0	0	0	**0**	0	0	1	0	**1**
9:00	0	0	1	0	**1**	0	0	0	1	**1**
9:15	0	0	0	0	**0**	0	0	0	2	**2**
9:30	0	0	0	0	**0**	0	0	0	3	**3**
9:45	0	0	0	1	**1**	0	0	0	2	**2**
10:00	0	0	0	1	**1**	0	0	1	1	**2**
10:15	0	0	1	1	**2**	0	0	3	2	**5**
10:30	0	0	0	0	**0**	0	0	0	1	**1**
10:45	0	0	0	0	**0**	0	0	0	2	**2**
11:00	0	0	0	0	**0**	0	1	0	4	**5**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 2
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	2	**2**
11:30	0	0	0	0	**0**	0	0	0	1	**1**
11:45	0	0	0	0	**0**	0	0	1	2	**3**
12:00	0	0	0	1	**1**	0	0	0	2	**2**
12:15	0	0	0	1	**1**	0	0	1	1	**2**
12:30	0	0	1	0	**1**	0	0	0	1	**1**
12:45	0	0	0	0	**0**	0	0	1	2	**3**
13:00	0	0	0	0	**0**	0	0	0	3	**3**
13:15	0	0	0	0	**0**	0	0	1	2	**3**
13:30	0	0	0	0	**0**	0	0	0	3	**3**
13:45	0	0	0	0	**0**	0	0	0	3	**3**
14:00	0	0	0	0	**0**	1	0	1	2	**4**
14:15	0	0	0	0	**0**	0	0	0	2	**2**
14:30	0	0	0	0	**0**	0	0	0	1	**1**
14:45	0	0	0	0	**0**	0	0	0	1	**1**
15:00	0	0	0	0	**0**	0	0	0	1	**1**
15:15	0	0	0	0	**0**	0	0	1	2	**3**
15:30	1	0	0	0	**1**	0	0	2	1	**3**
15:45	0	0	0	1	**1**	0	0	0	3	**3**
16:00	0	0	0	1	**1**	0	0	0	0	**0**
16:15	0	0	0	0	**0**	0	0	0	1	**1**
16:30	0	0	0	0	**0**	0	0	3	1	**4**
16:45	0	0	0	1	**1**	0	0	0	0	**0**
17:00	0	0	0	0	**0**	0	0	1	0	**1**
17:15	0	0	0	0	**0**	0	0	0	1	**1**
17:30	0	0	0	0	**0**	0	0	0	1	**1**
17:45	0	0	0	0	**0**	0	0	1	3	**4**
18:00	0	0	0	1	**1**	0	0	0	0	**0**
18:15	0	0	0	0	**0**	0	0	0	0	**0**
18:30	0	0	0	0	**0**	0	0	0	3	**3**
18:45	0	0	0	0	**0**	0	0	1	2	**3**
19:00	0	0	0	0	**0**	0	0	0	2	**2**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	1	**1**
20:00	0	0	0	0	**0**	0	0	0	3	**3**
20:15	0	0	0	0	**0**	0	0	0	1	**1**
20:30	0	0	0	0	**0**	0	0	0	1	**1**
20:45	0	0	0	0	**0**	0	0	0	2	**2**
21:00	0	0	0	0	**0**	0	0	0	3	**3**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	1	0	**1**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	5	**5**
22:00	0	0	0	0	**0**	0	0	1	1	**2**
22:15	0	0	1	0	**1**	0	0	2	1	**3**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 2
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	3	**3**
22:45	0	0	1	0	**1**	0	0	1	3	**4**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	0	0	0	2	**2**
23:30	0	0	0	0	**0**	0	0	1	1	**2**
23:45	0	0	2	0	**2**	0	0	2	2	**4**
	4	**0**	**10**	**11**	**25**	**4**	**1**	**32**	**145**	**182**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 3
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	2	**2**	0	0	0	0	**0**
0:15	0	0	0	2	**2**	0	0	0	0	**0**
0:30	0	0	1	1	**2**	0	0	0	0	**0**
0:45	0	0	1	2	**3**	0	0	0	0	**0**
1:00	0	0	0	1	**1**	0	0	0	0	**0**
1:15	0	0	0	1	**1**	0	0	0	0	**0**
1:30	0	0	0	2	**2**	0	0	0	0	**0**
1:45	0	0	0	1	**1**	0	0	0	0	**0**
2:00	0	0	0	2	**2**	0	0	0	0	**0**
2:15	0	0	1	2	**3**	0	0	0	0	**0**
2:30	0	0	0	2	**2**	0	0	0	0	**0**
2:45	0	0	0	2	**2**	0	0	0	0	**0**
3:00	0	0	0	3	**3**	0	0	0	0	**0**
3:15	0	0	0	3	**3**	0	0	0	0	**0**
3:30	0	0	0	1	**1**	0	0	0	0	**0**
3:45	0	0	1	0	**1**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	0	0	0	0	**0**	0	0	0	0	**0**
5:15	0	0	0	0	**0**	0	0	0	0	**0**
5:30	0	0	0	0	**0**	0	0	0	0	**0**
5:45	0	0	0	0	**0**	0	0	0	0	**0**
6:00	0	0	0	1	**1**	0	0	0	0	**0**
6:15	0	0	1	2	**3**	0	0	0	0	**0**
6:30	0	0	0	2	**2**	0	0	0	0	**0**
6:45	0	0	0	4	**4**	0	0	0	0	**0**
7:00	0	0	0	0	**0**	0	0	0	0	**0**
7:15	0	0	0	2	**2**	0	0	0	0	**0**
7:30	0	0	0	0	**0**	0	0	0	0	**0**
7:45	0	0	0	2	**2**	0	0	0	0	**0**
8:00	0	0	0	1	**1**	0	0	0	0	**0**
8:15	0	0	1	1	**2**	0	0	0	0	**0**
8:30	0	0	1	2	**3**	0	0	0	0	**0**
8:45	0	0	0	1	**1**	0	0	0	0	**0**
9:00	0	0	0	1	**1**	0	0	0	0	**0**
9:15	0	1	0	1	**2**	0	0	0	0	**0**
9:30	0	0	0	3	**3**	0	0	0	0	**0**
9:45	0	0	0	1	**1**	0	0	0	0	**0**
10:00	0	0	1	2	**3**	0	0	0	0	**0**
10:15	0	0	0	2	**2**	0	0	0	0	**0**
10:30	0	0	0	1	**1**	0	0	0	0	**0**
10:45	0	0	0	2	**2**	0	0	0	0	**0**
11:00	0	0	0	3	**3**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 3
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	2	**2**	0	0	0	0	**0**
11:30	0	0	0	2	**2**	0	0	0	0	**0**
11:45	0	0	0	2	**2**	0	0	0	0	**0**
12:00	0	0	1	1	**2**	0	0	0	0	**0**
12:15	0	0	0	2	**2**	0	0	0	0	**0**
12:30	0	0	0	1	**1**	0	0	0	0	**0**
12:45	0	0	1	3	**4**	0	0	0	0	**0**
13:00	0	0	1	2	**3**	0	0	0	0	**0**
13:15	0	0	0	1	**1**	0	0	0	0	**0**
13:30	0	0	0	2	**2**	0	0	0	0	**0**
13:45	0	0	1	2	**3**	0	0	0	0	**0**
14:00	0	0	1	1	**2**	0	0	0	0	**0**
14:15	0	0	0	2	**2**	0	0	0	0	**0**
14:30	0	0	0	1	**1**	0	0	0	0	**0**
14:45	0	0	0	2	**2**	0	0	0	0	**0**
15:00	0	0	1	1	**2**	0	0	0	0	**0**
15:15	0	0	0	2	**2**	0	0	0	0	**0**
15:30	0	0	0	2	**2**	0	0	0	0	**0**
15:45	0	0	1	2	**3**	0	0	0	0	**0**
16:00	0	0	0	2	**2**	0	0	0	0	**0**
16:15	0	0	0	1	**1**	0	0	0	0	**0**
16:30	0	0	0	0	**0**	0	0	0	0	**0**
16:45	0	0	2	0	**2**	0	0	0	0	**0**
17:00	0	0	0	0	**0**	0	0	0	0	**0**
17:15	0	0	0	1	**1**	0	0	0	0	**0**
17:30	0	0	0	2	**2**	0	0	0	0	**0**
17:45	0	0	0	2	**2**	0	0	0	0	**0**
18:00	0	0	0	0	**0**	0	0	0	0	**0**
18:15	0	0	0	2	**2**	0	0	0	0	**0**
18:30	0	0	0	2	**2**	0	0	0	0	**0**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	1	**1**	0	0	0	0	**0**
19:15	0	0	0	2	**2**	0	0	0	0	**0**
19:30	0	0	0	2	**2**	0	0	0	0	**0**
19:45	0	0	0	2	**2**	0	0	0	0	**0**
20:00	0	0	1	1	**2**	0	0	0	0	**0**
20:15	0	0	0	2	**2**	0	0	0	0	**0**
20:30	0	0	0	2	**2**	0	0	0	0	**0**
20:45	0	0	0	3	**3**	0	0	0	0	**0**
21:00	0	0	2	0	**2**	0	0	1	0	**1**
21:15	0	0	1	1	**2**	0	0	0	0	**0**
21:30	0	0	0	2	**2**	0	0	0	0	**0**
21:45	0	0	0	2	**2**	0	0	0	0	**0**
22:00	0	0	1	1	**2**	0	0	0	0	**0**
22:15	0	0	0	2	**2**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 3
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	1	**1**	0	0	0	0	**0**
22:45	0	0	0	3	**3**	0	0	0	0	**0**
23:00	0	0	0	1	**1**	0	0	0	0	**0**
23:15	0	0	1	1	**2**	0	0	0	0	**0**
23:30	0	0	1	0	**1**	0	0	0	0	**0**
23:45	0	0	0	2	**2**	0	0	0	0	**0**
	0	**1**	**24**	**137**	**162**	**0**	**0**	**1**	**0**	**1**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 4
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	1	0	0	0	**1**	0	0	0	0	**0**
0:30	3	0	0	0	**3**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	2	0	0	0	**2**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	1	0	0	0	**1**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	1	0	0	0	**1**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	1	0	0	0	**1**	0	0	0	0	**0**
2:45	4	0	0	0	**4**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	2	0	0	0	**2**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	1	0	0	0	**1**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	1	0	0	0	**1**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	5	0	0	0	**5**	0	0	0	0	**0**
5:00	3	0	0	0	**3**	0	0	0	0	**0**
5:15	2	0	0	0	**2**	0	0	0	0	**0**
5:30	4	0	0	0	**4**	0	0	0	0	**0**
5:45	4	0	0	0	**4**	0	0	0	0	**0**
6:00	4	0	0	0	**4**	0	0	0	0	**0**
6:15	3	0	0	0	**3**	0	0	0	0	**0**
6:30	18	0	0	0	**18**	0	0	0	0	**0**
6:45	35	0	0	0	**35**	0	0	0	0	**0**
7:00	47	0	0	0	**47**	0	0	0	0	**0**
7:15	29	0	0	0	**29**	0	0	0	0	**0**
7:30	17	0	0	0	**17**	0	0	0	0	**0**
7:45	4	1	0	0	**5**	0	0	0	0	**0**
8:00	8	0	0	0	**8**	0	0	0	0	**0**
8:15	5	0	0	0	**5**	0	0	0	0	**0**
8:30	1	0	0	0	**1**	0	0	0	0	**0**
8:45	2	0	0	0	**2**	0	0	0	0	**0**
9:00	2	0	0	0	**2**	0	0	0	0	**0**
9:15	1	0	0	0	**1**	0	0	0	0	**0**
9:30	7	1	0	0	**8**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	1	0	0	0	**1**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 4
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	0	0	0	**1**	0	0	0	0	**0**
11:30	2	1	0	0	**3**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	0	0	0	0	**0**
12:00	1	0	0	0	**1**	0	0	0	0	**0**
12:15	2	0	0	0	**2**	0	0	0	0	**0**
12:30	3	0	0	0	**3**	0	0	0	0	**0**
12:45	1	0	0	0	**1**	0	0	0	0	**0**
13:00	3	0	0	0	**3**	0	0	0	0	**0**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	1	0	0	0	**1**	0	0	0	0	**0**
13:45	1	0	0	0	**1**	0	0	0	0	**0**
14:00	2	1	0	0	**3**	0	0	0	0	**0**
14:15	2	0	0	0	**2**	0	0	0	0	**0**
14:30	3	0	0	0	**3**	0	0	0	0	**0**
14:45	1	0	0	0	**1**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	0	0	0	0	**0**
15:15	3	0	0	0	**3**	0	0	0	0	**0**
15:30	5	0	0	0	**5**	0	0	0	0	**0**
15:45	3	0	0	0	**3**	0	0	0	0	**0**
16:00	3	0	0	0	**3**	0	0	0	0	**0**
16:15	1	0	0	0	**1**	0	0	0	0	**0**
16:30	1	0	0	0	**1**	0	0	0	0	**0**
16:45	4	0	0	0	**4**	0	0	0	0	**0**
17:00	5	0	0	0	**5**	0	0	0	0	**0**
17:15	3	1	0	0	**4**	0	0	0	0	**0**
17:30	8	0	0	0	**8**	0	0	0	0	**0**
17:45	7	0	0	0	**7**	0	0	0	0	**0**
18:00	11	0	0	0	**11**	0	0	0	0	**0**
18:15	1	0	0	0	**1**	0	0	0	0	**0**
18:30	62	0	0	0	**62**	0	0	0	0	**0**
18:45	47	0	0	0	**47**	0	0	0	0	**0**
19:00	3	0	0	0	**3**	0	0	0	0	**0**
19:15	2	0	0	0	**2**	0	0	0	0	**0**
19:30	1	0	0	0	**1**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	2	0	0	0	**2**	0	0	0	0	**0**
20:15	4	0	0	0	**4**	0	0	0	0	**0**
20:30	4	0	0	0	**4**	0	0	0	0	**0**
20:45	2	1	0	0	**3**	0	0	0	0	**0**
21:00	2	0	0	0	**2**	0	0	0	0	**0**
21:15	3	0	0	0	**3**	0	0	0	0	**0**
21:30	1	0	0	0	**1**	0	0	0	0	**0**
21:45	1	0	0	0	**1**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 4
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	0	0	0	**2**	0	0	0	0	**0**
22:45	1	0	0	0	**1**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	1	0	0	0	**1**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	3	0	0	0	**3**	0	0	0	0	**0**
	438	**6**	**0**	**0**	**444**	**0**	**0**	**0**	**0**	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 5
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	3	0	0	0	**3**
0:15	0	0	0	0	**0**	2	0	0	0	**2**
0:30	0	0	0	0	**0**	1	0	0	0	**1**
0:45	0	0	0	0	**0**	1	0	0	0	**1**
1:00	0	0	0	0	**0**	4	0	0	0	**4**
1:15	0	0	0	0	**0**	4	0	0	0	**4**
1:30	0	0	0	0	**0**	12	0	0	0	**12**
1:45	0	0	0	0	**0**	8	1	0	0	**9**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	2	0	0	0	**2**
2:45	0	0	0	0	**0**	5	0	0	0	**5**
3:00	0	0	0	0	**0**	5	0	0	0	**5**
3:15	0	0	0	0	**0**	10	0	0	0	**10**
3:30	0	0	0	0	**0**	60	0	0	0	**60**
3:45	0	0	0	0	**0**	32	0	0	0	**32**
4:00	0	0	0	0	**0**	7	0	0	0	**7**
4:15	0	0	0	0	**0**	9	0	0	0	**9**
4:30	0	0	0	0	**0**	5	0	0	0	**5**
4:45	0	0	0	0	**0**	3	0	0	0	**3**
5:00	0	0	0	0	**0**	0	0	0	0	**0**
5:15	0	0	0	0	**0**	2	0	0	0	**2**
5:30	0	0	0	0	**0**	10	0	0	0	**10**
5:45	0	0	0	0	**0**	2	0	0	0	**2**
6:00	0	0	0	0	**0**	10	0	0	0	**10**
6:15	0	0	0	0	**0**	3	0	0	0	**3**
6:30	0	0	0	0	**0**	2	0	0	0	**2**
6:45	0	0	0	0	**0**	6	0	0	0	**6**
7:00	0	0	0	0	**0**	0	0	0	0	**0**
7:15	0	0	0	0	**0**	1	0	0	0	**1**
7:30	0	0	0	0	**0**	5	0	0	0	**5**
7:45	0	0	0	0	**0**	0	0	0	0	**0**
8:00	0	0	0	0	**0**	1	0	0	0	**1**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	1	1	0	0	**2**
9:30	0	0	0	0	**0**	1	0	0	0	**1**
9:45	0	0	0	0	**0**	1	0	0	0	**1**
10:00	0	0	0	0	**0**	1	1	0	0	**2**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	2	0	0	0	**2**
10:45	0	0	0	0	**0**	2	1	0	0	**3**
11:00	0	0	0	0	**0**	4	0	0	0	**4**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 5
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	3	0	0	0	**3**
11:45	0	0	0	0	**0**	3	0	0	0	**3**
12:00	0	0	0	0	**0**	2	0	0	0	**2**
12:15	0	0	0	0	**0**	3	0	0	0	**3**
12:30	0	0	0	0	**0**	2	1	0	0	**3**
12:45	0	0	0	0	**0**	1	1	0	0	**2**
13:00	0	0	0	0	**0**	4	0	0	0	**4**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	11	0	0	0	**11**
13:45	0	0	0	0	**0**	5	0	0	0	**5**
14:00	0	0	0	0	**0**	4	0	0	0	**4**
14:15	0	0	0	0	**0**	2	0	0	0	**2**
14:30	0	0	0	0	**0**	2	0	0	0	**2**
14:45	0	0	0	0	**0**	1	0	0	0	**1**
15:00	0	0	0	0	**0**	2	0	0	0	**2**
15:15	0	0	0	0	**0**	3	1	0	0	**4**
15:30	0	0	0	0	**0**	5	0	0	0	**5**
15:45	0	0	0	0	**0**	4	0	0	0	**4**
16:00	0	0	0	0	**0**	6	0	0	0	**6**
16:15	0	0	0	0	**0**	13	0	0	0	**13**
16:30	0	0	0	0	**0**	74	0	0	0	**74**
16:45	0	0	0	0	**0**	21	0	0	0	**21**
17:00	0	0	0	0	**0**	13	0	0	0	**13**
17:15	0	0	0	0	**0**	6	0	0	0	**6**
17:30	0	0	0	0	**0**	2	0	0	0	**2**
17:45	0	0	0	0	**0**	4	0	0	0	**4**
18:00	0	0	0	0	**0**	1	0	0	0	**1**
18:15	0	0	0	0	**0**	3	0	0	0	**3**
18:30	0	0	0	0	**0**	0	0	0	0	**0**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	3	0	0	0	**3**
19:15	0	0	0	0	**0**	2	0	0	0	**2**
19:30	0	0	0	0	**0**	1	0	0	0	**1**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	2	0	0	0	**2**
21:00	0	0	0	0	**0**	2	0	0	0	**2**
21:15	0	0	0	0	**0**	4	0	0	0	**4**
21:30	0	0	0	0	**0**	6	0	0	0	**6**
21:45	0	0	0	0	**0**	4	0	0	0	**4**
22:00	0	0	0	0	**0**	11	0	0	0	**11**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 5
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	2	0	0	0	**2**
22:45	0	0	0	0	**0**	0	1	0	0	**1**
23:00	0	0	0	0	**0**	2	0	0	0	**2**
23:15	0	0	0	0	**0**	3	0	0	0	**3**
23:30	0	0	0	0	**0**	2	0	0	0	**2**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	0	**0**	**0**	**0**	**0**	**471**	**8**	**0**	**0**	**479**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 6
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	1	0	**1**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	2	**2**
0:30	0	0	0	0	**0**	0	0	0	3	**3**
0:45	0	0	0	0	**0**	0	0	0	3	**3**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	1	1	**2**
1:30	0	0	0	0	**0**	0	1	0	0	**1**
1:45	0	0	1	0	**1**	0	0	0	1	**1**
2:00	0	0	0	1	**1**	0	1	0	3	**4**
2:15	0	0	1	0	**1**	0	0	1	3	**4**
2:30	0	0	0	0	**0**	0	0	0	1	**1**
2:45	0	0	0	0	**0**	0	0	1	4	**5**
3:00	0	0	0	0	**0**	0	0	0	2	**2**
3:15	0	0	0	0	**0**	0	0	1	4	**5**
3:30	0	0	0	0	**0**	0	0	0	2	**2**
3:45	0	0	1	0	**1**	0	0	1	2	**3**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	0	0	1	0	**1**	0	0	0	0	**0**
5:00	0	0	1	0	**1**	0	0	0	0	**0**
5:15	0	0	0	0	**0**	0	0	1	0	**1**
5:30	2	0	0	1	**3**	0	0	0	0	**0**
5:45	0	0	0	0	**0**	0	0	0	0	**0**
6:00	0	0	2	0	**2**	0	0	0	1	**1**
6:15	0	0	0	0	**0**	2	0	1	1	**4**
6:30	0	0	1	1	**2**	0	1	1	2	**4**
6:45	0	0	0	0	**0**	0	0	2	2	**4**
7:00	0	0	1	0	**1**	0	0	1	1	**2**
7:15	0	0	2	0	**2**	0	0	2	3	**5**
7:30	0	1	1	0	**2**	0	0	3	1	**4**
7:45	0	0	0	0	**0**	0	1	3	0	**4**
8:00	0	0	0	0	**0**	0	0	3	3	**6**
8:15	0	0	0	1	**1**	0	0	3	1	**4**
8:30	0	1	0	1	**2**	0	1	0	4	**5**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	3	1	2	**6**
9:15	0	0	0	0	**0**	0	2	0	2	**4**
9:30	0	0	1	0	**1**	0	0	2	3	**5**
9:45	0	0	0	0	**0**	0	0	2	0	**2**
10:00	0	0	1	0	**1**	0	1	0	3	**4**
10:15	0	0	2	0	**2**	0	0	1	1	**2**
10:30	0	0	0	0	**0**	0	1	0	3	**4**
10:45	0	1	0	0	**1**	0	0	0	1	**1**
11:00	0	0	0	0	**0**	0	0	1	2	**3**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 6
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	1	0	0	**1**	0	0	0	1	**1**
11:30	0	0	0	0	**0**	0	1	0	1	**2**
11:45	0	0	0	1	**1**	0	4	1	2	**7**
12:00	0	0	0	0	**0**	0	3	1	4	**8**
12:15	0	0	1	0	**1**	0	0	0	0	**0**
12:30	1	0	0	0	**1**	0	0	1	2	**3**
12:45	0	0	1	0	**1**	0	0	1	3	**4**
13:00	0	0	0	0	**0**	0	0	0	1	**1**
13:15	0	0	0	1	**1**	0	0	0	2	**2**
13:30	0	0	0	0	**0**	0	1	1	3	**5**
13:45	0	0	0	0	**0**	0	0	2	1	**3**
14:00	0	0	1	0	**1**	0	0	1	5	**6**
14:15	1	0	0	0	**1**	0	0	1	1	**2**
14:30	1	1	0	0	**2**	1	1	0	1	**3**
14:45	0	0	1	0	**1**	0	0	1	1	**2**
15:00	0	0	0	2	**2**	0	1	0	2	**3**
15:15	0	0	0	0	**0**	0	0	1	6	**7**
15:30	0	0	0	0	**0**	0	0	0	6	**6**
15:45	0	0	0	0	**0**	0	1	0	1	**2**
16:00	0	0	0	0	**0**	0	3	1	2	**6**
16:15	0	0	0	0	**0**	0	0	0	2	**2**
16:30	0	0	1	0	**1**	0	0	1	1	**2**
16:45	0	0	0	1	**1**	0	1	0	0	**1**
17:00	0	0	0	0	**0**	0	0	0	0	**0**
17:15	0	0	0	0	**0**	1	0	0	1	**2**
17:30	0	0	0	1	**1**	0	0	1	1	**2**
17:45	1	0	1	0	**2**	0	0	2	1	**3**
18:00	0	0	0	0	**0**	0	2	0	2	**4**
18:15	0	0	0	0	**0**	1	0	1	0	**2**
18:30	0	0	0	0	**0**	0	0	0	0	**0**
18:45	0	0	0	0	**0**	0	0	0	1	**1**
19:00	0	0	0	0	**0**	0	0	1	3	**4**
19:15	0	0	0	0	**0**	0	0	0	2	**2**
19:30	0	0	1	0	**1**	0	0	0	1	**1**
19:45	0	0	0	0	**0**	0	0	1	2	**3**
20:00	0	0	0	0	**0**	0	0	0	1	**1**
20:15	0	0	1	0	**1**	0	1	0	5	**6**
20:30	0	0	0	0	**0**	0	0	0	1	**1**
20:45	0	0	1	1	**2**	0	2	0	1	**3**
21:00	0	0	0	0	**0**	0	0	0	1	**1**
21:15	0	0	0	0	**0**	0	0	1	1	**2**
21:30	0	0	0	0	**0**	0	0	0	2	**2**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	1	0	**1**	0	0	1	0	**1**
22:15	0	0	0	0	**0**	0	0	0	1	**1**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 6
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	1	0	**1**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	1	4	**5**
23:00	0	0	1	1	**2**	0	0	0	1	**1**
23:15	0	0	0	0	**0**	0	0	0	1	**1**
23:30	0	0	0	0	**0**	0	0	0	1	**1**
23:45	0	0	0	0	**0**	0	1	0	1	**2**
	6	**5**	**29**	**13**	**53**	**5**	**34**	**54**	**150**	**243**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 7
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	0	0	0	0	**0**	0	0	0	0	**0**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	0	0	0	0	**0**	0	0	0	0	**0**
5:15	0	0	0	0	**0**	0	0	0	0	**0**
5:30	0	0	0	0	**0**	0	0	0	0	**0**
5:45	0	0	0	0	**0**	0	0	0	0	**0**
6:00	0	0	0	0	**0**	0	0	0	0	**0**
6:15	0	0	0	0	**0**	0	0	0	0	**0**
6:30	0	0	0	0	**0**	0	0	0	0	**0**
6:45	0	0	0	0	**0**	0	0	0	0	**0**
7:00	0	0	0	0	**0**	0	0	0	0	**0**
7:15	0	0	0	0	**0**	0	0	0	0	**0**
7:30	0	0	0	0	**0**	0	0	0	0	**0**
7:45	0	0	0	0	**0**	0	0	0	0	**0**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 7
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	0	0	0	0	**0**
12:15	0	0	0	0	**0**	0	0	0	0	**0**
12:30	0	0	0	0	**0**	0	0	0	0	**0**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	0	0	0	0	**0**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	0	0	0	0	**0**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	0	0	0	0	**0**
15:15	0	0	0	0	**0**	0	0	0	0	**0**
15:30	0	0	0	0	**0**	0	0	0	0	**0**
15:45	0	0	0	0	**0**	0	0	0	0	**0**
16:00	0	0	0	0	**0**	0	0	0	0	**0**
16:15	0	0	0	0	**0**	0	0	0	0	**0**
16:30	0	0	0	0	**0**	0	0	0	0	**0**
16:45	0	0	0	0	**0**	0	0	0	0	**0**
17:00	0	0	0	0	**0**	0	0	0	0	**0**
17:15	0	0	0	0	**0**	0	0	0	0	**0**
17:30	0	0	0	0	**0**	0	0	0	0	**0**
17:45	0	0	0	0	**0**	0	0	0	0	**0**
18:00	0	0	0	0	**0**	0	0	0	0	**0**
18:15	0	0	0	0	**0**	0	0	0	0	**0**
18:30	0	0	0	0	**0**	0	0	0	0	**0**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 7
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 8
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	2	**2**	0	0	0	0	**0**
0:15	0	2	0	2	**4**	0	0	0	0	**0**
0:30	0	0	0	2	**2**	0	0	0	0	**0**
0:45	0	0	1	4	**5**	0	0	0	0	**0**
1:00	0	0	0	1	**1**	0	0	1	0	**1**
1:15	0	0	0	1	**1**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	1	2	**3**	0	0	0	0	**0**
2:15	0	0	0	2	**2**	0	0	0	0	**0**
2:30	0	0	0	1	**1**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	1	0	**1**
3:00	0	0	0	0	**0**	3	0	0	0	**3**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	1	0	0	0	**1**	3	0	0	0	**3**
3:45	0	0	0	1	**1**	4	0	0	0	**4**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	1	0	0	0	**1**	2	0	0	0	**2**
4:30	1	0	0	0	**1**	0	0	0	0	**0**
4:45	1	0	0	0	**1**	0	0	0	0	**0**
5:00	3	0	0	1	**4**	0	0	0	0	**0**
5:15	0	0	0	0	**0**	0	0	0	0	**0**
5:30	0	0	0	0	**0**	0	0	0	0	**0**
5:45	1	0	0	4	**5**	0	0	0	0	**0**
6:00	0	0	0	2	**2**	0	0	0	0	**0**
6:15	0	0	0	5	**5**	0	0	0	0	**0**
6:30	0	0	0	7	**7**	0	0	0	0	**0**
6:45	0	0	0	4	**4**	0	0	0	0	**0**
7:00	1	1	0	6	**8**	0	0	0	0	**0**
7:15	0	0	0	3	**3**	0	0	0	0	**0**
7:30	0	2	0	5	**7**	0	1	0	0	**1**
7:45	2	0	0	3	**5**	0	0	0	0	**0**
8:00	0	0	1	3	**4**	0	0	1	0	**1**
8:15	0	1	0	2	**3**	0	0	0	0	**0**
8:30	0	0	0	2	**2**	0	0	0	0	**0**
8:45	1	0	0	2	**3**	0	0	0	0	**0**
9:00	0	0	0	6	**6**	1	0	0	0	**1**
9:15	3	0	0	5	**8**	2	0	0	0	**2**
9:30	0	0	0	3	**3**	0	0	0	1	**1**
9:45	0	0	0	2	**2**	0	0	0	0	**0**
10:00	0	1	0	2	**3**	0	0	0	0	**0**
10:15	0	0	0	1	**1**	0	0	0	0	**0**
10:30	0	0	0	1	**1**	0	0	0	0	**0**
10:45	0	0	0	1	**1**	0	0	0	0	**0**
11:00	0	1	0	2	**3**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 8
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	5	**5**	0	0	0	0	**0**
11:30	0	0	0	2	**2**	0	0	0	0	**0**
11:45	0	0	0	2	**2**	0	0	0	0	**0**
12:00	0	0	1	3	**4**	0	0	0	0	**0**
12:15	0	0	0	2	**2**	0	0	0	0	**0**
12:30	0	1	0	2	**3**	0	0	0	0	**0**
12:45	0	0	0	4	**4**	0	0	0	0	**0**
13:00	0	0	0	1	**1**	0	0	0	0	**0**
13:15	0	0	0	4	**4**	0	0	0	0	**0**
13:30	0	0	0	2	**2**	0	0	0	0	**0**
13:45	0	0	0	4	**4**	0	0	0	0	**0**
14:00	0	1	0	3	**4**	0	0	0	0	**0**
14:15	0	0	0	1	**1**	0	0	0	0	**0**
14:30	0	0	0	2	**2**	0	1	0	0	**1**
14:45	0	1	0	1	**2**	0	0	0	0	**0**
15:00	0	1	0	2	**3**	0	0	0	0	**0**
15:15	2	1	0	3	**6**	0	0	0	0	**0**
15:30	1	0	0	1	**2**	0	0	0	0	**0**
15:45	1	0	1	0	**2**	0	0	0	0	**0**
16:00	1	0	1	1	**3**	2	0	1	0	**3**
16:15	1	0	1	1	**3**	3	0	0	0	**3**
16:30	0	0	1	0	**1**	2	0	0	0	**2**
16:45	0	0	0	0	**0**	2	0	0	0	**2**
17:00	0	0	0	1	**1**	0	0	0	0	**0**
17:15	0	0	0	3	**3**	0	0	0	0	**0**
17:30	0	0	0	4	**4**	0	0	0	0	**0**
17:45	0	0	0	1	**1**	0	0	0	0	**0**
18:00	0	0	0	0	**0**	0	0	0	0	**0**
18:15	0	0	0	0	**0**	0	0	0	0	**0**
18:30	0	0	0	2	**2**	0	0	0	0	**0**
18:45	0	0	0	1	**1**	0	0	0	0	**0**
19:00	0	0	0	4	**4**	0	0	0	0	**0**
19:15	0	0	0	3	**3**	0	0	0	0	**0**
19:30	0	0	0	1	**1**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	1	3	**4**	0	0	0	0	**0**
20:30	0	0	0	2	**2**	0	0	0	0	**0**
20:45	0	0	0	2	**2**	0	0	0	1	**1**
21:00	0	0	0	1	**1**	0	0	0	0	**0**
21:15	0	0	0	1	**1**	0	0	0	0	**0**
21:30	0	0	0	1	**1**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	2	**2**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
DRIVEWAY 8
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	2	**2**	0	0	0	0	**0**
22:45	0	2	0	4	**6**	0	0	0	0	**0**
23:00	0	0	0	2	**2**	0	0	0	0	**0**
23:15	0	0	0	1	**1**	0	0	0	0	**0**
23:30	0	0	0	2	**2**	0	0	0	0	**0**
23:45	0	0	0	3	**3**	0	0	0	0	**0**
	21	**15**	**9**	**182**	**227**	**24**	**2**	**4**	**2**	**32**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	1	4	**5**	3	0	0	5	**8**
0:15	1	2	0	4	**7**	2	0	0	2	**4**
0:30	3	0	1	3	**7**	1	0	0	4	**5**
0:45	0	0	2	6	**8**	1	0	0	4	**5**
1:00	2	0	0	2	**4**	4	0	1	3	**8**
1:15	0	0	0	2	**2**	4	0	1	3	**8**
1:30	1	0	0	2	**3**	12	1	0	1	**14**
1:45	0	0	1	1	**2**	8	1	0	1	**10**
2:00	1	0	1	5	**7**	0	1	0	5	**6**
2:15	0	0	2	4	**6**	0	0	1	7	**8**
2:30	1	0	0	3	**4**	2	0	0	2	**4**
2:45	4	0	1	2	**7**	5	0	2	5	**12**
3:00	0	0	0	3	**3**	8	0	0	4	**12**
3:15	2	0	0	3	**5**	10	0	1	6	**17**
3:30	1	0	0	1	**2**	63	0	0	6	**69**
3:45	1	0	2	1	**4**	36	0	1	4	**41**
4:00	0	0	0	0	**0**	7	0	0	3	**10**
4:15	2	0	0	0	**2**	11	0	0	2	**13**
4:30	1	0	0	0	**1**	5	0	0	0	**5**
4:45	6	0	1	0	**7**	3	0	0	0	**3**
5:00	7	0	2	1	**10**	0	0	1	0	**1**
5:15	2	0	0	0	**2**	3	0	1	0	**4**
5:30	6	0	0	1	**7**	11	0	0	0	**11**
5:45	5	0	0	4	**9**	2	0	0	0	**2**
6:00	4	0	2	3	**9**	10	0	1	1	**12**
6:15	3	0	1	8	**12**	5	0	2	1	**8**
6:30	18	0	1	10	**29**	2	1	2	2	**7**
6:45	36	0	0	8	**44**	7	0	3	2	**12**
7:00	48	1	1	6	**56**	0	0	1	3	**4**
7:15	29	0	2	5	**36**	1	0	2	4	**7**
7:30	17	3	1	5	**26**	5	1	3	2	**11**
7:45	7	1	0	5	**13**	0	1	3	2	**6**
8:00	8	0	1	4	**13**	1	0	4	7	**12**
8:15	5	1	1	4	**11**	0	0	3	2	**5**
8:30	1	1	1	6	**9**	0	1	1	6	**8**
8:45	3	0	0	3	**6**	0	0	1	0	**1**
9:00	2	0	1	7	**10**	1	3	1	3	**8**
9:15	4	1	0	6	**11**	3	3	0	4	**10**
9:30	7	1	1	6	**15**	1	0	2	7	**10**
9:45	0	0	0	4	**4**	1	0	2	2	**5**
10:00	0	1	2	5	**8**	1	2	1	4	**8**
10:15	1	0	3	4	**8**	0	0	4	3	**7**
10:30	0	0	0	2	**2**	2	1	0	4	**7**
10:45	0	1	0	3	**4**	2	1	0	3	**6**
11:00	0	1	0	5	**6**	4	1	1	6	**12**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	1	0	7	**9**	0	0	0	3	**3**
11:30	2	1	0	4	**7**	3	1	0	2	**6**
11:45	0	0	0	5	**5**	3	4	2	4	**13**
12:00	1	0	2	5	**8**	2	3	1	6	**12**
12:15	2	0	1	5	**8**	3	0	1	1	**5**
12:30	4	1	1	3	**9**	2	1	1	3	**7**
12:45	1	0	2	7	**10**	1	1	2	5	**9**
13:00	3	0	1	3	**7**	4	0	0	4	**8**
13:15	0	0	0	6	**6**	0	0	1	4	**5**
13:30	1	0	0	4	**5**	11	1	1	6	**19**
13:45	1	0	1	6	**8**	5	0	2	4	**11**
14:00	2	2	2	4	**10**	5	0	2	7	**14**
14:15	3	0	0	3	**6**	2	0	1	3	**6**
14:30	4	1	0	3	**8**	3	2	0	2	**7**
14:45	1	1	1	3	**6**	1	0	1	2	**4**
15:00	0	1	1	5	**7**	2	1	0	3	**6**
15:15	5	1	0	5	**11**	3	1	2	8	**14**
15:30	7	0	0	3	**10**	5	0	2	7	**14**
15:45	4	0	2	3	**9**	4	1	0	4	**9**
16:00	4	0	1	4	**9**	8	3	2	2	**15**
16:15	2	0	1	2	**5**	16	0	0	3	**19**
16:30	1	0	2	0	**3**	76	0	4	2	**82**
16:45	4	0	2	2	**8**	23	1	0	0	**24**
17:00	5	0	0	1	**6**	13	0	1	0	**14**
17:15	3	1	0	4	**8**	7	0	0	2	**9**
17:30	8	0	0	7	**15**	2	0	1	2	**5**
17:45	8	0	1	3	**12**	4	0	3	4	**11**
18:00	11	0	0	1	**12**	1	2	0	2	**5**
18:15	1	0	0	2	**3**	4	0	1	0	**5**
18:30	62	0	0	4	**66**	0	0	0	3	**3**
18:45	47	0	0	1	**48**	0	0	1	3	**4**
19:00	3	0	0	5	**8**	3	0	1	5	**9**
19:15	2	0	0	5	**7**	2	0	0	2	**4**
19:30	1	0	1	3	**5**	1	0	0	1	**2**
19:45	0	0	0	2	**2**	0	0	1	3	**4**
20:00	2	0	1	1	**4**	0	0	0	4	**4**
20:15	4	0	2	5	**11**	0	1	0	6	**7**
20:30	4	0	0	4	**8**	0	0	0	2	**2**
20:45	2	1	1	6	**10**	2	2	0	4	**8**
21:00	2	0	2	1	**5**	2	0	1	4	**7**
21:15	3	0	1	2	**6**	4	0	1	1	**6**
21:30	1	0	1	3	**5**	6	0	0	2	**8**
21:45	1	0	0	2	**3**	4	0	0	5	**9**
22:00	0	0	2	3	**5**	11	0	2	1	**14**
22:15	0	0	1	2	**3**	0	0	2	2	**4**

City of Moreno Valley
Driveway Counts
24300 Nandina Ave, Moreno Valley, CA - ONT8
TOTAL DRIVEWAYS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	0	1	3	**6**	2	0	0	3	**5**
22:45	1	2	1	7	**11**	0	1	2	7	**10**
23:00	0	0	1	4	**5**	2	0	0	1	**3**
23:15	1	0	1	2	**4**	3	0	0	3	**6**
23:30	0	0	1	2	**3**	2	0	1	2	**5**
23:45	3	0	2	5	**10**	0	1	2	3	**6**
	469	**27**	**72**	**343**	**911**	**504**	**45**	**91**	**297**	**937**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
NORTH DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	1	0	0	0	**1**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	0	0	0	0	**0**	0	0	0	0	**0**
4:30	9	0	0	0	**9**	27	0	0	0	**27**
4:45	3	0	0	0	**3**	7	0	0	0	**7**
5:00	5	0	0	0	**5**	20	0	0	0	**20**
5:15	6	0	0	0	**6**	4	0	0	0	**4**
5:30	11	0	0	0	**11**	2	0	0	0	**2**
5:45	15	2	0	0	**17**	1	1	0	0	**2**
6:00	6	1	0	0	**7**	2	0	0	0	**2**
6:15	15	0	0	0	**15**	1	1	0	0	**2**
6:30	40	1	0	1	**42**	3	0	0	0	**3**
6:45	29	1	0	0	**30**	4	0	0	0	**4**
7:00	24	1	0	0	**25**	8	1	0	0	**9**
7:15	38	0	0	0	**38**	7	0	0	0	**7**
7:30	8	0	0	0	**8**	1	0	0	0	**1**
7:45	4	0	0	0	**4**	0	0	0	0	**0**
8:00	1	0	0	0	**1**	1	0	0	0	**1**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	2	0	0	0	**2**
9:00	1	0	0	0	**1**	2	0	0	0	**2**
9:15	4	0	0	0	**4**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	2	0	0	0	**2**
9:45	0	0	0	0	**0**	1	0	0	0	**1**
10:00	0	0	0	0	**0**	0	2	0	0	**2**
10:15	0	2	0	0	**2**	0	0	0	0	**0**
10:30	1	0	0	0	**1**	1	0	0	0	**1**
10:45	0	0	0	0	**0**	0	4	0	0	**4**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
NORTH DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	0	0	0	**1**	2	0	0	0	**2**
11:30	2	0	0	0	**2**	1	0	0	0	**1**
11:45	2	0	0	0	**2**	0	0	0	0	**0**
12:00	5	0	0	0	**5**	14	0	0	0	**14**
12:15	1	0	0	0	**1**	1	0	0	0	**1**
12:30	2	0	0	0	**2**	1	0	0	0	**1**
12:45	0	0	0	0	**0**	1	0	0	0	**1**
13:00	1	0	0	0	**1**	6	0	0	0	**6**
13:15	1	0	0	0	**1**	5	0	0	0	**5**
13:30	0	0	0	0	**0**	0	0	0	0	**0**
13:45	2	0	0	0	**2**	3	0	0	0	**3**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	1	0	0	0	**1**	16	0	0	0	**16**
14:30	1	0	0	0	**1**	2	0	0	0	**2**
14:45	0	0	0	0	**0**	7	0	0	0	**7**
15:00	0	0	0	0	**0**	0	0	0	0	**0**
15:15	1	0	0	0	**1**	0	0	0	0	**0**
15:30	1	0	0	0	**1**	1	0	0	0	**1**
15:45	1	0	0	0	**1**	0	0	0	0	**0**
16:00	0	0	0	0	**0**	4	0	0	0	**4**
16:15	1	0	0	0	**1**	1	0	0	0	**1**
16:30	0	0	0	0	**0**	0	0	0	0	**0**
16:45	0	0	0	0	**0**	3	0	0	0	**3**
17:00	2	0	0	0	**2**	2	0	0	0	**2**
17:15	0	0	0	0	**0**	0	0	0	0	**0**
17:30	6	0	0	0	**6**	2	0	0	0	**2**
17:45	17	0	0	0	**17**	24	0	0	0	**24**
18:00	28	0	0	0	**28**	7	0	0	0	**7**
18:15	21	0	0	0	**21**	25	0	0	0	**25**
18:30	23	0	0	0	**23**	17	0	0	0	**17**
18:45	2	0	0	0	**2**	4	0	0	0	**4**
19:00	0	0	0	0	**0**	2	0	0	0	**2**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
NORTH DRIVEWAY
9/19/2017
Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**
22:45	0	0	0	0	**0**
23:00	0	0	0	0	**0**
23:15	1	0	0	0	**1**
23:30	0	0	0	0	**0**
23:45	0	0	0	0	**0**
	344	**8**	**0**	**1**	**353**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	247	**9**	**0**	**0**	**256**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
MIDDLE DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	0	**1**	1	0	0	0	**1**
0:15	0	0	0	0	**0**	10	0	0	0	**10**
0:30	2	0	0	0	**2**	7	0	0	0	**7**
0:45	0	0	0	0	**0**	3	0	0	0	**3**
1:00	2	0	0	0	**2**	1	0	0	0	**1**
1:15	0	0	0	0	**0**	3	0	0	0	**3**
1:30	0	0	0	0	**0**	4	0	0	0	**4**
1:45	0	0	0	0	**0**	2	0	0	0	**2**
2:00	0	0	0	0	**0**	2	0	0	0	**2**
2:15	0	0	0	0	**0**	8	0	0	0	**8**
2:30	2	0	0	0	**2**	4	0	0	0	**4**
2:45	0	0	0	0	**0**	4	0	0	0	**4**
3:00	4	0	0	0	**4**	1	0	0	0	**1**
3:15	1	0	0	0	**1**	2	0	0	0	**2**
3:30	3	0	0	0	**3**	3	0	0	0	**3**
3:45	2	0	0	0	**2**	47	0	0	0	**47**
4:00	6	0	0	0	**6**	7	0	0	0	**7**
4:15	2	0	0	0	**2**	66	0	0	0	**66**
4:30	3	0	0	0	**3**	19	0	0	0	**19**
4:45	2	0	0	0	**2**	9	0	0	0	**9**
5:00	5	0	0	0	**5**	5	0	0	0	**5**
5:15	4	0	0	0	**4**	7	0	0	0	**7**
5:30	10	0	0	0	**10**	6	0	0	0	**6**
5:45	21	0	0	0	**21**	7	0	0	0	**7**
6:00	67	0	0	0	**67**	11	0	0	0	**11**
6:15	26	0	0	0	**26**	11	0	0	0	**11**
6:30	31	0	0	0	**31**	9	0	0	0	**9**
6:45	7	0	0	0	**7**	2	0	0	0	**2**
7:00	8	0	0	0	**8**	1	0	0	0	**1**
7:15	5	0	0	0	**5**	2	0	0	0	**2**
7:30	10	0	0	0	**10**	1	0	0	0	**1**
7:45	1	0	0	0	**1**	0	0	0	0	**0**
8:00	6	0	0	0	**6**	1	0	0	0	**1**
8:15	3	0	0	0	**3**	1	0	0	0	**1**
8:30	4	0	0	0	**4**	6	0	0	0	**6**
8:45	11	0	0	0	**11**	2	0	0	0	**2**
9:00	8	0	0	0	**8**	8	0	0	0	**8**
9:15	2	0	0	0	**2**	5	0	0	0	**5**
9:30	1	0	0	0	**1**	2	0	0	0	**2**
9:45	5	0	0	0	**5**	4	0	0	0	**4**
10:00	6	0	0	0	**6**	2	0	0	0	**2**
10:15	4	0	0	0	**4**	2	0	0	0	**2**
10:30	7	0	0	0	**7**	3	0	0	0	**3**
10:45	11	0	0	0	**11**	7	0	0	0	**7**
11:00	5	0	0	0	**5**	3	0	0	0	**3**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
MIDDLE DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	2	0	0	0	**2**	5	0	0	0	**5**
11:30	3	0	0	0	**3**	19	0	0	0	**19**
11:45	15	0	0	0	**15**	7	0	0	0	**7**
12:00	9	0	0	0	**9**	2	0	0	0	**2**
12:15	3	0	0	0	**3**	4	0	0	0	**4**
12:30	3	0	0	0	**3**	6	0	0	0	**6**
12:45	3	0	0	0	**3**	5	0	0	0	**5**
13:00	8	0	0	0	**8**	3	0	0	0	**3**
13:15	3	0	0	0	**3**	4	0	0	0	**4**
13:30	1	0	0	0	**1**	5	0	0	0	**5**
13:45	1	0	0	0	**1**	1	0	0	0	**1**
14:00	6	0	0	0	**6**	8	0	0	0	**8**
14:15	6	0	0	0	**6**	11	0	0	0	**11**
14:30	1	0	0	0	**1**	0	0	0	0	**0**
14:45	6	0	0	0	**6**	9	0	0	0	**9**
15:00	6	0	0	0	**6**	7	0	0	0	**7**
15:15	2	0	0	0	**2**	6	0	0	0	**6**
15:30	2	0	0	0	**2**	8	0	0	0	**8**
15:45	2	0	0	0	**2**	7	0	0	0	**7**
16:00	2	0	0	0	**2**	4	0	0	0	**4**
16:15	5	0	0	0	**5**	11	0	0	0	**11**
16:30	5	0	0	0	**5**	11	0	0	0	**11**
16:45	6	0	0	0	**6**	7	0	0	0	**7**
17:00	5	0	0	0	**5**	3	0	0	0	**3**
17:15	14	0	0	0	**14**	4	0	0	0	**4**
17:30	30	0	0	0	**30**	45	0	0	0	**45**
17:45	64	0	0	0	**64**	32	0	0	0	**32**
18:00	36	0	0	0	**36**	44	0	0	0	**44**
18:15	39	0	0	0	**39**	33	0	0	0	**33**
18:30	8	0	0	0	**8**	14	0	0	0	**14**
18:45	3	0	0	0	**3**	6	0	0	0	**6**
19:00	1	0	0	0	**1**	13	0	0	0	**13**
19:15	0	0	0	0	**0**	17	0	0	0	**17**
19:30	0	0	0	0	**0**	9	0	0	0	**9**
19:45	7	0	0	0	**7**	6	0	0	0	**6**
20:00	1	0	0	0	**1**	3	0	0	0	**3**
20:15	1	0	0	0	**1**	6	0	0	0	**6**
20:30	3	0	0	0	**3**	1	0	0	0	**1**
20:45	3	0	0	0	**3**	3	0	0	0	**3**
21:00	2	0	0	0	**2**	2	0	0	0	**2**
21:15	0	0	0	0	**0**	1	0	0	0	**1**
21:30	1	0	0	0	**1**	2	0	0	0	**2**
21:45	3	0	0	0	**3**	0	0	0	0	**0**
22:00	2	0	0	0	**2**	3	0	0	0	**3**
22:15	0	0	0	0	**0**	2	0	0	0	**2**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
MIDDLE DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	1	0	0	0	**1**	3	0	0	0	**3**
22:45	7	0	0	0	**7**	14	0	0	0	**14**
23:00	9	0	0	0	**9**	6	0	0	0	**6**
23:15	2	0	0	0	**2**	15	0	0	0	**15**
23:30	13	0	0	0	**13**	4	0	0	0	**4**
23:45	7	0	0	0	**7**	5	0	0	0	**5**
	660	**0**	**0**	**0**	**660**	**757**	**0**	**0**	**0**	**757**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
SOUTH DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	1	0	**1**	0	0	1	0	**1**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	1	0	**1**	0	0	1	0	**1**
1:30	0	0	2	0	**2**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	1	0	**1**
2:00	0	0	0	1	**1**	0	0	1	0	**1**
2:15	0	0	0	1	**1**	0	0	0	0	**0**
2:30	0	0	1	1	**2**	0	0	0	1	**1**
2:45	0	0	0	1	**1**	0	0	2	1	**3**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	1	1	**2**	0	0	2	1	**3**
3:45	0	0	0	1	**1**	0	0	0	1	**1**
4:00	0	0	0	0	**0**	0	0	1	0	**1**
4:15	1	0	0	0	**1**	0	0	0	1	**1**
4:30	0	0	0	3	**3**	9	0	0	0	**9**
4:45	0	0	0	0	**0**	3	0	0	0	**3**
5:00	1	0	0	0	**1**	16	0	1	2	**19**
5:15	2	0	0	1	**3**	2	0	0	1	**3**
5:30	1	0	0	1	**2**	2	0	0	0	**2**
5:45	0	0	0	1	**1**	0	0	1	0	**1**
6:00	0	0	1	1	**2**	0	0	1	0	**1**
6:15	2	0	0	1	**3**	0	0	2	0	**2**
6:30	6	0	0	1	**7**	1	0	0	0	**1**
6:45	11	0	0	0	**11**	2	0	0	1	**3**
7:00	4	0	0	0	**4**	3	0	1	1	**5**
7:15	14	0	1	0	**15**	4	0	0	0	**4**
7:30	4	0	0	0	**4**	0	0	1	0	**1**
7:45	1	0	0	0	**1**	1	0	0	0	**1**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	0	0	0	1	**1**	0	0	0	0	**0**
8:30	0	1	0	1	**2**	0	0	1	0	**1**
8:45	1	0	0	0	**1**	1	1	0	0	**2**
9:00	0	2	0	0	**2**	0	0	0	0	**0**
9:15	1	0	0	0	**1**	0	2	1	0	**3**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	1	0	0	**1**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	2	1	0	0	**3**
10:15	0	1	0	0	**1**	0	0	0	0	**0**
10:30	1	0	0	1	**2**	0	1	0	1	**2**
10:45	1	1	1	0	**3**	1	1	0	0	**2**
11:00	2	0	0	0	**2**	1	0	0	1	**2**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
SOUTH DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	1	**1**	1	0	0	0	**1**
11:30	1	0	3	0	**4**	1	0	0	0	**1**
11:45	1	0	0	2	**3**	0	0	0	0	**0**
12:00	0	0	1	1	**2**	1	0	1	4	**6**
12:15	1	0	0	0	**1**	0	0	0	2	**2**
12:30	0	0	1	0	**1**	1	0	0	0	**1**
12:45	0	0	2	0	**2**	0	0	0	1	**1**
13:00	1	0	0	0	**1**	0	0	0	2	**2**
13:15	0	0	2	0	**2**	1	0	0	0	**1**
13:30	1	1	0	0	**2**	1	0	0	1	**2**
13:45	1	0	2	0	**3**	0	1	0	0	**1**
14:00	0	0	1	1	**2**	1	0	0	3	**4**
14:15	0	0	0	0	**0**	0	0	0	1	**1**
14:30	0	0	0	2	**2**	0	0	0	2	**2**
14:45	1	0	0	1	**2**	0	0	1	0	**1**
15:00	1	1	0	2	**4**	0	0	0	0	**0**
15:15	0	0	0	2	**2**	1	0	0	0	**1**
15:30	1	0	1	2	**4**	0	0	0	1	**1**
15:45	0	0	1	2	**3**	0	0	0	1	**1**
16:00	0	0	0	0	**0**	1	1	2	2	**6**
16:15	0	0	1	0	**1**	1	0	1	5	**7**
16:30	0	0	0	1	**1**	0	0	0	0	**0**
16:45	1	0	1	1	**3**	0	0	0	0	**0**
17:00	0	0	0	0	**0**	0	0	0	1	**1**
17:15	1	0	0	0	**1**	1	0	0	2	**3**
17:30	7	0	0	0	**7**	15	0	0	0	**15**
17:45	8	1	0	0	**9**	3	0	0	1	**4**
18:00	9	0	0	0	**9**	20	1	0	0	**21**
18:15	7	0	1	0	**8**	7	0	0	2	**9**
18:30	4	0	0	2	**6**	4	0	0	0	**4**
18:45	0	0	1	1	**2**	1	0	1	0	**2**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	1	**1**
19:30	0	0	1	0	**1**	0	0	1	0	**1**
19:45	0	0	0	0	**0**	0	0	1	1	**2**
20:00	0	0	0	3	**3**	0	0	1	1	**2**
20:15	1	0	0	0	**1**	0	0	0	0	**0**
20:30	0	0	0	1	**1**	1	0	0	0	**1**
20:45	0	0	1	1	**2**	0	0	0	2	**2**
21:00	0	0	1	0	**1**	0	0	0	0	**0**
21:15	0	0	1	0	**1**	0	0	0	1	**1**
21:30	0	0	0	1	**1**	0	0	0	1	**1**
21:45	0	0	0	2	**2**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	1	0	**1**
22:15	0	0	0	1	**1**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
SOUTH DRIVEWAY
9/19/2017
Tuesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**
22:45	0	0	0	0	**0**
23:00	0	0	0	0	**0**
23:15	0	0	0	0	**0**
23:30	1	0	0	0	**1**
23:45	1	0	0	0	**1**
	102	**9**	**31**	**48**	**190**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	0	0	1	1	**2**
	0	0	0	1	**1**
	0	0	0	1	**1**
	0	0	0	5	**5**
	1	0	0	0	**1**
	0	0	0	0	**0**
	111	**9**	**29**	**58**	**207**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	0	**1**	1	0	0	0	**1**
0:15	0	0	0	0	**0**	10	0	0	0	**10**
0:30	2	0	0	0	**2**	7	0	0	0	**7**
0:45	0	0	1	0	**1**	3	0	1	0	**4**
1:00	2	0	0	0	**2**	1	0	0	0	**1**
1:15	0	0	1	0	**1**	3	0	1	0	**4**
1:30	0	0	2	0	**2**	4	0	0	0	**4**
1:45	0	0	0	0	**0**	2	0	1	0	**3**
2:00	0	0	0	1	**1**	2	0	1	0	**3**
2:15	0	0	0	1	**1**	8	0	0	0	**8**
2:30	2	0	1	1	**4**	4	0	0	1	**5**
2:45	0	0	0	1	**1**	4	0	2	1	**7**
3:00	4	0	0	0	**4**	1	0	0	0	**1**
3:15	1	0	0	0	**1**	2	0	0	0	**2**
3:30	3	0	1	1	**5**	3	0	2	1	**6**
3:45	3	0	0	1	**4**	47	0	0	1	**48**
4:00	6	0	0	0	**6**	7	0	1	0	**8**
4:15	3	0	0	0	**3**	66	0	0	1	**67**
4:30	12	0	0	3	**15**	55	0	0	0	**55**
4:45	5	0	0	0	**5**	19	0	0	0	**19**
5:00	11	0	0	0	**11**	41	0	1	2	**44**
5:15	12	0	0	1	**13**	13	0	0	1	**14**
5:30	22	0	0	1	**23**	10	0	0	0	**10**
5:45	36	2	0	1	**39**	8	1	1	0	**10**
6:00	73	1	1	1	**76**	13	0	1	0	**14**
6:15	43	0	0	1	**44**	12	1	2	0	**15**
6:30	77	1	0	2	**80**	13	0	0	0	**13**
6:45	47	1	0	0	**48**	8	0	0	1	**9**
7:00	36	1	0	0	**37**	12	1	1	1	**15**
7:15	57	0	1	0	**58**	13	0	0	0	**13**
7:30	22	0	0	0	**22**	2	0	1	0	**3**
7:45	6	0	0	0	**6**	1	0	0	0	**1**
8:00	7	0	0	0	**7**	2	0	0	0	**2**
8:15	3	0	0	1	**4**	1	0	0	0	**1**
8:30	4	1	0	1	**6**	6	0	1	0	**7**
8:45	12	0	0	0	**12**	5	1	0	0	**6**
9:00	9	2	0	0	**11**	10	0	0	0	**10**
9:15	7	0	0	0	**7**	5	2	1	0	**8**
9:30	1	0	0	0	**1**	4	0	0	0	**4**
9:45	5	1	0	0	**6**	5	0	0	0	**5**
10:00	6	0	0	0	**6**	4	3	0	0	**7**
10:15	4	3	0	0	**7**	2	0	0	0	**2**
10:30	9	0	0	1	**10**	4	1	0	1	**6**
10:45	12	1	1	0	**14**	8	5	0	0	**13**
11:00	7	0	0	0	**7**	4	0	0	1	**5**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	3	0	0	1	**4**	8	0	0	0	**8**
11:30	6	0	3	0	**9**	21	0	0	0	**21**
11:45	18	0	0	2	**20**	7	0	0	0	**7**
12:00	14	0	1	1	**16**	17	0	1	4	**22**
12:15	5	0	0	0	**5**	5	0	0	2	**7**
12:30	5	0	1	0	**6**	8	0	0	0	**8**
12:45	3	0	2	0	**5**	6	0	0	1	**7**
13:00	10	0	0	0	**10**	9	0	0	2	**11**
13:15	4	0	2	0	**6**	10	0	0	0	**10**
13:30	2	1	0	0	**3**	6	0	0	1	**7**
13:45	4	0	2	0	**6**	4	1	0	0	**5**
14:00	6	0	1	1	**8**	9	0	0	3	**12**
14:15	7	0	0	0	**7**	27	0	0	1	**28**
14:30	2	0	0	2	**4**	2	0	0	2	**4**
14:45	7	0	0	1	**8**	16	0	1	0	**17**
15:00	7	1	0	2	**10**	7	0	0	0	**7**
15:15	3	0	0	2	**5**	7	0	0	0	**7**
15:30	4	0	1	2	**7**	9	0	0	1	**10**
15:45	3	0	1	2	**6**	7	0	0	1	**8**
16:00	2	0	0	0	**2**	9	1	2	2	**14**
16:15	6	0	1	0	**7**	13	0	1	5	**19**
16:30	5	0	0	1	**6**	11	0	0	0	**11**
16:45	7	0	1	1	**9**	10	0	0	0	**10**
17:00	7	0	0	0	**7**	5	0	0	1	**6**
17:15	15	0	0	0	**15**	5	0	0	2	**7**
17:30	43	0	0	0	**43**	62	0	0	0	**62**
17:45	89	1	0	0	**90**	59	0	0	1	**60**
18:00	73	0	0	0	**73**	71	1	0	0	**72**
18:15	67	0	1	0	**68**	65	0	0	2	**67**
18:30	35	0	0	2	**37**	35	0	0	0	**35**
18:45	5	0	1	1	**7**	11	0	1	0	**12**
19:00	1	0	0	0	**1**	15	0	0	0	**15**
19:15	0	0	0	0	**0**	17	0	0	1	**18**
19:30	0	0	1	0	**1**	9	0	1	0	**10**
19:45	7	0	0	0	**7**	6	0	1	1	**8**
20:00	1	0	0	3	**4**	3	0	1	1	**5**
20:15	2	0	0	0	**2**	6	0	0	0	**6**
20:30	3	0	0	1	**4**	2	0	0	0	**2**
20:45	3	0	1	1	**5**	3	0	0	2	**5**
21:00	2	0	1	0	**3**	2	0	0	0	**2**
21:15	0	0	1	0	**1**	1	0	0	1	**2**
21:30	1	0	0	1	**2**	2	0	0	1	**3**
21:45	3	0	0	2	**5**	0	0	0	0	**0**
22:00	2	0	0	0	**2**	3	0	1	0	**4**
22:15	0	0	0	1	**1**	2	0	0	0	**2**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	1	0	0	0	**1**	3	0	1	1	**5**
22:45	7	0	0	0	**7**	14	0	0	1	**15**
23:00	9	0	0	0	**9**	6	0	0	1	**7**
23:15	3	0	0	0	**3**	15	0	0	5	**20**
23:30	14	0	0	0	**14**	5	0	0	0	**5**
23:45	8	0	0	0	**8**	5	0	0	0	**5**
	1106	**17**	**31**	**49**	**1203**	**1115**	**18**	**29**	**58**	**1220**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
NORTH DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	1	0	0	0	**1**	0	0	0	0	**0**
4:00	3	0	0	0	**3**	0	0	0	0	**0**
4:15	1	0	0	0	**1**	0	0	0	0	**0**
4:30	2	0	0	0	**2**	20	0	0	0	**20**
4:45	4	1	0	0	**5**	5	0	0	0	**5**
5:00	0	2	0	0	**2**	13	0	0	0	**13**
5:15	6	0	0	0	**6**	13	0	0	0	**13**
5:30	14	0	0	0	**14**	5	0	0	0	**5**
5:45	16	0	0	0	**16**	2	0	0	0	**2**
6:00	9	0	0	0	**9**	0	0	0	0	**0**
6:15	16	0	0	0	**16**	2	1	0	0	**3**
6:30	23	0	0	1	**24**	3	0	0	1	**4**
6:45	36	0	0	0	**36**	5	0	0	0	**5**
7:00	25	0	0	0	**25**	4	1	0	0	**5**
7:15	42	0	0	0	**42**	1	0	0	0	**1**
7:30	13	1	0	0	**14**	3	0	0	0	**3**
7:45	1	0	0	0	**1**	1	0	0	0	**1**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	4	0	0	0	**4**	2	0	0	0	**2**
8:30	2	1	0	0	**3**	0	1	0	0	**1**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	3	0	0	0	**3**
9:15	1	0	0	0	**1**	3	0	0	0	**3**
9:30	3	1	0	0	**4**	0	1	0	0	**1**
9:45	2	1	0	0	**3**	1	0	0	0	**1**
10:00	4	0	0	0	**4**	4	0	0	0	**4**
10:15	2	0	0	0	**2**	1	0	0	0	**1**
10:30	1	0	0	0	**1**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	3	0	0	0	**3**
11:00	2	0	0	0	**2**	2	0	0	0	**2**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
NORTH DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	2	1	0	0	**3**	3	2	0	0	**5**
11:30	1	0	0	0	**1**	1	0	0	0	**1**
11:45	5	0	0	0	**5**	1	0	0	0	**1**
12:00	4	0	0	0	**4**	5	0	0	0	**5**
12:15	2	0	0	0	**2**	2	0	0	0	**2**
12:30	2	0	0	0	**2**	4	0	0	0	**4**
12:45	1	0	0	0	**1**	0	0	0	0	**0**
13:00	2	0	0	0	**2**	2	0	0	0	**2**
13:15	1	0	0	0	**1**	1	0	0	0	**1**
13:30	0	1	0	0	**1**	0	0	0	0	**0**
13:45	1	0	0	0	**1**	1	0	0	0	**1**
14:00	0	0	0	0	**0**	23	0	0	0	**23**
14:15	1	0	0	0	**1**	6	0	0	0	**6**
14:30	4	0	0	0	**4**	7	0	0	0	**7**
14:45	2	0	0	0	**2**	5	0	0	0	**5**
15:00	1	0	0	0	**1**	3	0	0	0	**3**
15:15	1	0	0	0	**1**	3	0	0	0	**3**
15:30	1	0	0	0	**1**	1	0	0	0	**1**
15:45	0	0	0	0	**0**	2	0	0	0	**2**
16:00	1	0	0	0	**1**	6	0	0	0	**6**
16:15	0	0	0	0	**0**	1	0	0	0	**1**
16:30	0	0	0	0	**0**	1	0	0	0	**1**
16:45	0	0	0	0	**0**	0	0	0	0	**0**
17:00	0	0	0	0	**0**	1	0	0	0	**1**
17:15	11	0	0	0	**11**	3	0	0	0	**3**
17:30	23	0	0	0	**23**	18	0	0	0	**18**
17:45	26	0	0	0	**26**	18	0	0	0	**18**
18:00	31	0	0	0	**31**	19	0	0	0	**19**
18:15	17	0	0	0	**17**	16	0	0	0	**16**
18:30	5	0	0	0	**5**	6	0	0	0	**6**
18:45	2	0	0	0	**2**	2	0	0	0	**2**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
NORTH DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	0	0	0	0	**0**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	380	**9**	**0**	**1**	**390**	**257**	**6**	**0**	**1**	**264**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
MIDDLE DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	1	0	0	0	**1**	4	0	0	0	**4**
1:00	0	0	0	0	**0**	5	0	0	0	**5**
1:15	0	0	0	0	**0**	1	0	0	0	**1**
1:30	0	0	0	0	**0**	6	0	0	0	**6**
1:45	0	1	0	0	**1**	1	0	0	0	**1**
2:00	0	0	0	0	**0**	2	0	0	0	**2**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	2	0	0	0	**2**
2:45	1	0	0	0	**1**	2	0	0	0	**2**
3:00	0	0	0	0	**0**	9	1	0	0	**10**
3:15	0	0	0	0	**0**	2	0	0	0	**2**
3:30	2	0	0	0	**2**	1	0	0	0	**1**
3:45	4	0	0	0	**4**	5	0	0	0	**5**
4:00	0	0	0	0	**0**	3	0	0	0	**3**
4:15	4	0	0	0	**4**	2	0	0	0	**2**
4:30	5	0	0	0	**5**	43	0	0	0	**43**
4:45	4	1	0	0	**5**	9	0	0	0	**9**
5:00	5	0	0	0	**5**	57	0	0	0	**57**
5:15	1	0	0	0	**1**	19	0	0	0	**19**
5:30	3	0	0	0	**3**	10	0	0	0	**10**
5:45	8	0	0	0	**8**	7	0	0	0	**7**
6:00	12	0	0	0	**12**	4	0	0	0	**4**
6:15	13	0	0	0	**13**	3	0	0	0	**3**
6:30	38	0	0	0	**38**	4	0	0	0	**4**
6:45	53	0	0	0	**53**	5	0	0	0	**5**
7:00	41	1	0	0	**42**	7	0	0	0	**7**
7:15	43	0	0	0	**43**	15	0	0	0	**15**
7:30	8	0	0	0	**8**	4	0	0	0	**4**
7:45	6	0	0	0	**6**	1	0	0	0	**1**
8:00	6	0	0	0	**6**	2	0	0	0	**2**
8:15	7	0	0	0	**7**	0	0	0	0	**0**
8:30	6	0	0	0	**6**	1	0	0	0	**1**
8:45	4	0	0	0	**4**	1	0	0	0	**1**
9:00	7	0	0	0	**7**	1	0	0	0	**1**
9:15	1	0	0	0	**1**	3	0	0	0	**3**
9:30	1	1	0	0	**2**	0	0	0	0	**0**
9:45	2	0	0	0	**2**	2	0	0	0	**2**
10:00	3	0	0	0	**3**	0	0	0	0	**0**
10:15	1	1	0	0	**2**	3	0	0	0	**3**
10:30	2	0	0	0	**2**	3	1	0	0	**4**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	5	0	0	0	**5**	6	0	0	0	**6**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
MIDDLE DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	2	0	0	0	**2**	2	0	0	0	**2**
11:30	5	1	0	0	**6**	23	1	0	0	**24**
11:45	8	0	0	0	**8**	5	0	0	0	**5**
12:00	4	0	0	0	**4**	13	0	0	0	**13**
12:15	4	0	0	0	**4**	17	0	0	0	**17**
12:30	9	0	0	0	**9**	5	0	0	0	**5**
12:45	10	0	0	0	**10**	8	0	0	0	**8**
13:00	2	0	0	0	**2**	6	1	0	0	**7**
13:15	2	0	0	0	**2**	4	1	0	0	**5**
13:30	3	0	0	0	**3**	4	0	0	0	**4**
13:45	6	0	0	0	**6**	1	0	0	0	**1**
14:00	0	0	0	0	**0**	9	0	0	0	**9**
14:15	2	0	0	0	**2**	5	0	0	0	**5**
14:30	2	0	0	0	**2**	11	0	0	0	**11**
14:45	3	0	0	0	**3**	2	0	0	0	**2**
15:00	3	0	0	0	**3**	6	0	0	0	**6**
15:15	3	0	0	0	**3**	5	0	0	0	**5**
15:30	1	0	0	0	**1**	19	0	0	0	**19**
15:45	3	0	0	0	**3**	4	0	0	0	**4**
16:00	2	1	0	0	**3**	10	0	0	0	**10**
16:15	4	0	0	0	**4**	6	0	0	0	**6**
16:30	3	0	0	0	**3**	9	0	0	0	**9**
16:45	5	0	0	0	**5**	6	0	0	0	**6**
17:00	11	0	0	0	**11**	9	1	0	0	**10**
17:15	20	0	0	0	**20**	6	0	0	0	**6**
17:30	61	0	0	0	**61**	56	0	0	0	**56**
17:45	57	0	0	0	**57**	17	0	0	0	**17**
18:00	36	0	0	0	**36**	68	0	0	0	**68**
18:15	32	0	0	0	**32**	24	0	0	0	**24**
18:30	8	0	0	0	**8**	15	0	0	0	**15**
18:45	7	0	0	0	**7**	15	0	0	0	**15**
19:00	0	0	0	0	**0**	6	0	0	0	**6**
19:15	1	0	0	0	**1**	9	0	0	0	**9**
19:30	3	0	0	0	**3**	3	0	0	0	**3**
19:45	4	0	0	0	**4**	4	0	0	0	**4**
20:00	2	0	0	0	**2**	4	0	0	0	**4**
20:15	3	0	0	0	**3**	7	0	0	0	**7**
20:30	0	0	0	0	**0**	4	0	0	0	**4**
20:45	1	0	0	0	**1**	1	0	0	0	**1**
21:00	2	0	0	0	**2**	1	0	0	0	**1**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	1	0	0	0	**1**	1	0	0	0	**1**
21:45	4	0	0	0	**4**	2	1	0	0	**3**
22:00	1	0	0	0	**1**	6	0	0	0	**6**
22:15	2	0	0	0	**2**	2	0	0	0	**2**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
MIDDLE DRIVEWAY
9/20/2017
Wednesday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	1	1	0	0	**2**
22:45	7	0	0	0	**7**
23:00	7	0	0	0	**7**
23:15	6	0	0	0	**6**
23:30	14	0	0	0	**14**
23:45	4	0	0	0	**4**
	678	**8**	**0**	**0**	**686**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	2	0	0	0	**2**
	18	1	0	0	**19**
	9	0	0	0	**9**
	25	0	0	0	**25**
	6	0	0	0	**6**
	4	0	0	0	**4**
	759	**8**	**0**	**0**	**767**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
SOUTH DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	1	0	0	0	**1**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	1	**1**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	2	**2**	0	0	1	0	**1**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	1	**1**	0	0	1	1	**2**
1:45	0	0	0	0	**0**	0	0	1	0	**1**
2:00	0	0	0	1	**1**	0	0	1	0	**1**
2:15	0	0	1	0	**1**	0	0	0	0	**0**
2:30	0	0	0	1	**1**	0	0	0	0	**0**
2:45	0	0	0	2	**2**	0	0	1	0	**1**
3:00	0	0	0	2	**2**	0	0	0	0	**0**
3:15	0	0	0	1	**1**	0	0	3	0	**3**
3:30	0	0	0	1	**1**	0	0	1	0	**1**
3:45	0	0	0	0	**0**	0	0	1	0	**1**
4:00	1	0	0	0	**1**	0	0	0	0	**0**
4:15	0	0	0	2	**2**	0	0	0	0	**0**
4:30	1	0	0	0	**1**	8	0	1	0	**9**
4:45	0	0	0	1	**1**	5	0	0	1	**6**
5:00	0	0	0	0	**0**	8	0	0	0	**8**
5:15	0	0	0	1	**1**	7	0	0	1	**8**
5:30	1	0	0	2	**3**	0	0	0	0	**0**
5:45	1	1	0	1	**3**	0	0	1	0	**1**
6:00	0	0	0	0	**0**	0	1	1	1	**3**
6:15	1	0	0	0	**1**	0	0	0	0	**0**
6:30	6	0	0	1	**7**	0	0	0	0	**0**
6:45	11	0	0	0	**11**	0	0	0	0	**0**
7:00	9	1	1	0	**11**	1	0	0	2	**3**
7:15	12	0	0	1	**13**	0	0	0	0	**0**
7:30	5	0	0	1	**6**	3	0	1	0	**4**
7:45	1	0	0	0	**1**	1	0	0	0	**1**
8:00	0	0	0	0	**0**	1	0	1	1	**3**
8:15	0	0	1	0	**1**	0	0	0	0	**0**
8:30	1	0	0	0	**1**	1	0	0	0	**1**
8:45	1	0	0	1	**2**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	1	1	2	**4**	2	0	1	2	**5**
9:30	0	0	0	3	**3**	0	0	0	1	**1**
9:45	1	0	0	0	**1**	0	0	0	1	**1**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	1	1	0	0	**2**	0	0	0	1	**1**
10:30	1	1	0	1	**3**	1	1	0	1	**3**
10:45	0	0	0	1	**1**	0	0	0	0	**0**
11:00	1	0	0	0	**1**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
SOUTH DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	1	1	**2**	1	0	0	1	**2**
11:30	1	1	1	1	**4**	1	0	0	0	**1**
11:45	0	0	0	2	**2**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	1	0	0	1	**2**
12:15	1	0	0	0	**1**	1	0	1	3	**5**
12:30	0	0	0	0	**0**	1	0	0	1	**2**
12:45	0	0	2	0	**2**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	0	0	0	1	**1**
13:15	1	0	1	0	**2**	0	0	0	1	**1**
13:30	0	0	1	1	**2**	0	0	0	1	**1**
13:45	0	0	1	0	**1**	0	0	0	0	**0**
14:00	1	0	2	1	**4**	1	0	0	0	**1**
14:15	0	0	1	2	**3**	1	0	4	2	**7**
14:30	1	1	0	3	**5**	0	1	0	2	**3**
14:45	1	0	0	2	**3**	1	0	0	0	**1**
15:00	0	0	0	2	**2**	1	0	0	1	**2**
15:15	1	0	1	2	**4**	1	0	1	3	**5**
15:30	1	0	0	1	**2**	0	0	0	0	**0**
15:45	0	0	1	2	**3**	0	0	0	2	**2**
16:00	1	0	1	0	**2**	2	1	1	3	**7**
16:15	0	0	0	1	**1**	1	0	0	2	**3**
16:30	0	0	0	1	**1**	0	0	0	0	**0**
16:45	1	0	0	0	**1**	1	0	0	0	**1**
17:00	0	0	1	0	**1**	0	0	0	0	**0**
17:15	3	0	0	0	**3**	0	0	0	3	**3**
17:30	4	0	1	0	**5**	11	0	0	1	**12**
17:45	14	0	0	0	**14**	7	0	0	0	**7**
18:00	8	0	1	0	**9**	32	0	0	0	**32**
18:15	10	0	0	0	**10**	8	0	0	3	**11**
18:30	1	0	0	0	**1**	3	0	0	0	**3**
18:45	0	0	0	1	**1**	1	0	0	0	**1**
19:00	0	0	0	1	**1**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	2	0	**2**	0	0	0	0	**0**
19:45	0	0	1	0	**1**	0	0	1	0	**1**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	1	0	1	2	**4**	1	0	0	1	**2**
20:45	0	0	1	0	**1**	0	0	0	2	**2**
21:00	0	0	0	0	**0**	0	0	0	1	**1**
21:15	0	0	0	1	**1**	0	0	0	0	**0**
21:30	0	0	1	2	**3**	0	0	0	1	**1**
21:45	0	0	2	2	**4**	0	0	0	1	**1**
22:00	0	0	0	0	**0**	0	0	3	0	**3**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
SOUTH DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	3	**3**
23:00	0	0	0	1	**1**	0	0	0	2	**2**
23:15	1	0	1	0	**2**	0	0	0	2	**2**
23:30	0	0	0	0	**0**	0	0	0	2	**2**
23:45	0	0	2	0	**2**	0	0	0	0	**0**
	107	**7**	**31**	**62**	**207**	**116**	**4**	**27**	**59**	**206**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	1	0	0	0	**1**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	1	**1**	0	0	0	0	**0**
0:45	1	0	0	0	**1**	4	0	0	0	**4**
1:00	0	0	0	2	**2**	5	0	1	0	**6**
1:15	0	0	0	0	**0**	1	0	0	0	**1**
1:30	0	0	0	1	**1**	6	0	1	1	**8**
1:45	0	1	0	0	**1**	1	0	1	0	**2**
2:00	0	0	0	1	**1**	2	0	1	0	**3**
2:15	0	0	1	0	**1**	0	0	0	0	**0**
2:30	0	0	0	1	**1**	2	0	0	0	**2**
2:45	1	0	0	2	**3**	2	0	1	0	**3**
3:00	0	0	0	2	**2**	9	1	0	0	**10**
3:15	0	0	0	1	**1**	2	0	3	0	**5**
3:30	2	0	0	1	**3**	1	0	1	0	**2**
3:45	5	0	0	0	**5**	5	0	1	0	**6**
4:00	4	0	0	0	**4**	3	0	0	0	**3**
4:15	5	0	0	2	**7**	2	0	0	0	**2**
4:30	8	0	0	0	**8**	71	0	1	0	**72**
4:45	8	2	0	1	**11**	19	0	0	1	**20**
5:00	5	2	0	0	**7**	78	0	0	0	**78**
5:15	7	0	0	1	**8**	39	0	0	1	**40**
5:30	18	0	0	2	**20**	15	0	0	0	**15**
5:45	25	1	0	1	**27**	9	0	1	0	**10**
6:00	21	0	0	0	**21**	4	1	1	1	**7**
6:15	30	0	0	0	**30**	5	1	0	0	**6**
6:30	67	0	0	2	**69**	7	0	0	1	**8**
6:45	100	0	0	0	**100**	10	0	0	0	**10**
7:00	75	2	1	0	**78**	12	1	0	2	**15**
7:15	97	0	0	1	**98**	16	0	0	0	**16**
7:30	26	1	0	1	**28**	10	0	1	0	**11**
7:45	8	0	0	0	**8**	3	0	0	0	**3**
8:00	6	0	0	0	**6**	3	0	1	1	**5**
8:15	11	0	1	0	**12**	2	0	0	0	**2**
8:30	9	1	0	0	**10**	2	1	0	0	**3**
8:45	5	0	0	1	**6**	1	0	0	0	**1**
9:00	7	0	0	0	**7**	4	0	0	0	**4**
9:15	2	1	1	2	**6**	8	0	1	2	**11**
9:30	4	2	0	3	**9**	0	1	0	1	**2**
9:45	5	1	0	0	**6**	3	0	0	1	**4**
10:00	7	0	0	0	**7**	4	0	0	0	**4**
10:15	4	2	0	0	**6**	4	0	0	1	**5**
10:30	4	1	0	1	**6**	4	2	0	1	**7**
10:45	0	0	0	1	**1**	3	0	0	0	**3**
11:00	8	0	0	0	**8**	8	0	0	0	**8**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	4	1	1	1	**7**	6	2	0	1	**9**
11:30	7	2	1	1	**11**	25	1	0	0	**26**
11:45	13	0	0	2	**15**	6	0	0	0	**6**
12:00	8	0	0	0	**8**	19	0	0	1	**20**
12:15	7	0	0	0	**7**	20	0	1	3	**24**
12:30	11	0	0	0	**11**	10	0	0	1	**11**
12:45	11	0	2	0	**13**	8	0	0	0	**8**
13:00	4	0	0	0	**4**	8	1	0	1	**10**
13:15	4	0	1	0	**5**	5	1	0	1	**7**
13:30	3	1	1	1	**6**	4	0	0	1	**5**
13:45	7	0	1	0	**8**	2	0	0	0	**2**
14:00	1	0	2	1	**4**	33	0	0	0	**33**
14:15	3	0	1	2	**6**	12	0	4	2	**18**
14:30	7	1	0	3	**11**	18	1	0	2	**21**
14:45	6	0	0	2	**8**	8	0	0	0	**8**
15:00	4	0	0	2	**6**	10	0	0	1	**11**
15:15	5	0	1	2	**8**	9	0	1	3	**13**
15:30	3	0	0	1	**4**	20	0	0	0	**20**
15:45	3	0	1	2	**6**	6	0	0	2	**8**
16:00	4	1	1	0	**6**	18	1	1	3	**23**
16:15	4	0	0	1	**5**	8	0	0	2	**10**
16:30	3	0	0	1	**4**	10	0	0	0	**10**
16:45	6	0	0	0	**6**	7	0	0	0	**7**
17:00	11	0	1	0	**12**	10	1	0	0	**11**
17:15	34	0	0	0	**34**	9	0	0	3	**12**
17:30	88	0	1	0	**89**	85	0	0	1	**86**
17:45	97	0	0	0	**97**	42	0	0	0	**42**
18:00	75	0	1	0	**76**	119	0	0	0	**119**
18:15	59	0	0	0	**59**	48	0	0	3	**51**
18:30	14	0	0	0	**14**	24	0	0	0	**24**
18:45	9	0	0	1	**10**	18	0	0	0	**18**
19:00	0	0	0	1	**1**	6	0	0	0	**6**
19:15	1	0	0	0	**1**	9	0	0	0	**9**
19:30	3	0	2	0	**5**	3	0	0	0	**3**
19:45	4	0	1	0	**5**	4	0	1	0	**5**
20:00	2	0	0	0	**2**	4	0	0	0	**4**
20:15	3	0	0	0	**3**	7	0	0	0	**7**
20:30	1	0	1	2	**4**	5	0	0	1	**6**
20:45	1	0	1	0	**2**	1	0	0	2	**3**
21:00	2	0	0	0	**2**	1	0	0	1	**2**
21:15	0	0	0	1	**1**	0	0	0	0	**0**
21:30	1	0	1	2	**4**	1	0	0	1	**2**
21:45	4	0	2	2	**8**	2	1	0	1	**4**
22:00	1	0	0	0	**1**	6	0	3	0	**9**
22:15	2	0	0	0	**2**	2	0	0	0	**2**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	1	1	0	0	**2**	2	0	0	0	**2**
22:45	7	0	0	0	**7**	18	1	0	3	**22**
23:00	7	0	0	1	**8**	9	0	0	2	**11**
23:15	7	0	1	0	**8**	25	0	0	2	**27**
23:30	14	0	0	0	**14**	6	0	0	2	**8**
23:45	4	0	2	0	**6**	4	0	0	0	**4**
	1165	**24**	**31**	**63**	**1283**	**1132**	**18**	**27**	**60**	**1237**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
NORTH DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	1	0	0	0	**1**	0	0	0	0	**0**
4:00	2	0	0	0	**2**	2	0	0	0	**2**
4:15	3	0	0	0	**3**	1	0	0	0	**1**
4:30	1	0	0	0	**1**	27	0	0	0	**27**
4:45	3	0	0	0	**3**	5	0	0	0	**5**
5:00	3	0	0	0	**3**	26	0	0	0	**26**
5:15	5	0	0	0	**5**	10	0	0	0	**10**
5:30	17	0	0	0	**17**	2	0	0	0	**2**
5:45	14	0	0	0	**14**	4	0	0	0	**4**
6:00	7	0	0	0	**7**	4	0	0	0	**4**
6:15	8	0	0	0	**8**	1	0	0	0	**1**
6:30	34	0	0	0	**34**	1	0	0	0	**1**
6:45	39	0	0	0	**39**	3	0	0	0	**3**
7:00	17	0	0	0	**17**	6	0	0	0	**6**
7:15	6	0	0	0	**6**	5	0	0	0	**5**
7:30	0	0	0	0	**0**	0	0	0	0	**0**
7:45	0	0	0	0	**0**	0	0	0	0	**0**
8:00	1	0	0	0	**1**	1	0	0	0	**1**
8:15	1	0	0	0	**1**	1	0	0	0	**1**
8:30	2	0	0	0	**2**	2	0	0	0	**2**
8:45	2	1	0	0	**3**	1	0	0	0	**1**
9:00	0	0	0	0	**0**	3	0	0	0	**3**
9:15	1	0	0	0	**1**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	1	0	0	0	**1**	0	0	0	0	**0**
10:15	1	1	0	0	**2**	0	1	0	0	**1**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	1	0	0	0	**1**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	3	0	0	0	**3**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
NORTH DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	0	0	0	**1**	2	0	0	0	**2**
11:30	2	0	0	0	**2**	1	0	0	0	**1**
11:45	0	0	0	0	**0**	1	0	0	0	**1**
12:00	1	0	0	0	**1**	0	0	0	0	**0**
12:15	1	0	0	0	**1**	1	0	0	0	**1**
12:30	1	0	0	0	**1**	2	0	0	0	**2**
12:45	0	0	0	0	**0**	2	0	0	0	**2**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	1	0	0	0	**1**	2	0	0	0	**2**
13:30	0	0	0	0	**0**	0	1	0	0	**1**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	2	0	0	0	**2**	24	0	0	0	**24**
14:15	0	0	0	0	**0**	8	0	0	0	**8**
14:30	4	0	0	0	**4**	7	0	0	0	**7**
14:45	3	0	0	0	**3**	3	0	0	0	**3**
15:00	1	0	0	0	**1**	1	0	0	0	**1**
15:15	1	0	0	0	**1**	1	0	0	0	**1**
15:30	0	0	0	0	**0**	1	0	0	0	**1**
15:45	0	0	0	0	**0**	0	0	0	0	**0**
16:00	0	0	0	0	**0**	0	0	0	0	**0**
16:15	0	0	0	0	**0**	3	0	0	0	**3**
16:30	0	0	0	0	**0**	0	0	0	0	**0**
16:45	0	0	0	0	**0**	0	0	0	0	**0**
17:00	0	0	0	0	**0**	2	0	0	0	**2**
17:15	13	0	0	0	**13**	3	0	0	0	**3**
17:30	19	0	0	0	**19**	27	0	0	0	**27**
17:45	35	0	0	0	**35**	13	0	0	0	**13**
18:00	23	0	0	0	**23**	32	0	0	0	**32**
18:15	17	0	0	0	**17**	15	0	0	0	**15**
18:30	3	0	0	0	**3**	4	0	0	0	**4**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	1	0	0	0	**1**	1	0	0	0	**1**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
NORTH DRIVEWAY
9/21/2017
Thursday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**
22:45	0	0	0	0	**0**
23:00	0	0	0	0	**0**
23:15	0	0	0	0	**0**
23:30	0	0	0	0	**0**
23:45	0	0	0	0	**0**
	299	**2**	**0**	**0**	**301**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	264	**2**	**0**	**0**	**266**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
MIDDLE DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	0	**1**	12	0	0	0	**12**
0:15	0	0	0	0	**0**	1	0	0	0	**1**
0:30	2	1	0	0	**3**	2	0	0	0	**2**
0:45	0	0	0	0	**0**	2	0	0	0	**2**
1:00	1	0	0	0	**1**	1	1	0	0	**2**
1:15	1	0	0	0	**1**	3	0	0	0	**3**
1:30	1	0	0	0	**1**	1	0	0	0	**1**
1:45	1	0	0	0	**1**	0	0	0	0	**0**
2:00	1	0	0	0	**1**	10	0	0	0	**10**
2:15	1	0	0	0	**1**	1	0	0	0	**1**
2:30	0	0	0	0	**0**	8	0	0	0	**8**
2:45	0	0	0	0	**0**	2	0	0	0	**2**
3:00	0	0	0	0	**0**	3	0	0	0	**3**
3:15	0	0	0	0	**0**	11	0	0	0	**11**
3:30	0	0	0	0	**0**	1	0	0	0	**1**
3:45	2	0	0	0	**2**	0	0	0	0	**0**
4:00	1	0	0	0	**1**	4	0	0	0	**4**
4:15	3	0	0	0	**3**	1	0	0	0	**1**
4:30	10	0	0	0	**10**	51	0	0	0	**51**
4:45	6	0	0	0	**6**	16	0	0	0	**16**
5:00	1	0	0	0	**1**	69	0	0	0	**69**
5:15	4	0	0	0	**4**	19	0	0	0	**19**
5:30	2	0	0	0	**2**	5	0	0	0	**5**
5:45	13	0	0	0	**13**	6	0	0	0	**6**
6:00	8	0	0	0	**8**	3	0	0	0	**3**
6:15	9	0	0	0	**9**	1	0	0	0	**1**
6:30	33	0	0	0	**33**	9	0	0	0	**9**
6:45	59	0	0	0	**59**	14	0	0	0	**14**
7:00	45	0	0	0	**45**	10	0	0	0	**10**
7:15	85	0	0	0	**85**	13	0	0	0	**13**
7:30	31	0	0	0	**31**	4	0	0	0	**4**
7:45	10	0	0	0	**10**	2	0	0	0	**2**
8:00	7	0	0	0	**7**	1	0	0	0	**1**
8:15	10	0	0	0	**10**	0	0	0	0	**0**
8:30	7	0	0	0	**7**	1	0	0	0	**1**
8:45	5	0	0	0	**5**	2	0	0	0	**2**
9:00	3	0	0	0	**3**	1	0	0	0	**1**
9:15	2	0	0	0	**2**	2	0	0	0	**2**
9:30	3	1	0	0	**4**	1	0	0	0	**1**
9:45	4	0	0	0	**4**	3	0	0	0	**3**
10:00	1	0	0	0	**1**	1	0	0	0	**1**
10:15	3	0	0	0	**3**	3	0	0	0	**3**
10:30	2	1	0	0	**3**	1	1	0	0	**2**
10:45	1	0	0	0	**1**	1	0	0	0	**1**
11:00	1	0	0	0	**1**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
MIDDLE DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	5	0	0	0	**5**	3	0	0	0	**3**
11:30	3	1	0	0	**4**	20	0	0	0	**20**
11:45	8	0	0	0	**8**	15	0	0	0	**15**
12:00	5	0	0	0	**5**	7	0	0	0	**7**
12:15	5	1	0	0	**6**	23	2	0	0	**25**
12:30	16	0	0	0	**16**	4	0	0	0	**4**
12:45	5	0	0	0	**5**	8	0	0	0	**8**
13:00	0	0	0	0	**0**	5	0	0	0	**5**
13:15	4	0	0	0	**4**	1	0	0	0	**1**
13:30	2	0	0	0	**2**	0	0	0	0	**0**
13:45	7	0	0	0	**7**	1	1	0	0	**2**
14:00	2	0	0	0	**2**	3	0	0	0	**3**
14:15	2	0	0	0	**2**	2	0	0	0	**2**
14:30	3	0	0	0	**3**	8	0	0	0	**8**
14:45	0	0	0	0	**0**	5	0	0	0	**5**
15:00	2	0	0	0	**2**	7	0	0	0	**7**
15:15	1	0	0	0	**1**	3	0	0	0	**3**
15:30	2	0	0	0	**2**	13	0	0	0	**13**
15:45	1	0	0	0	**1**	7	0	0	0	**7**
16:00	5	0	0	0	**5**	7	0	0	0	**7**
16:15	3	0	0	0	**3**	7	0	0	0	**7**
16:30	5	0	0	0	**5**	9	0	0	0	**9**
16:45	6	0	0	0	**6**	2	0	0	0	**2**
17:00	22	0	0	0	**22**	7	0	0	0	**7**
17:15	15	0	0	0	**15**	0	0	0	0	**0**
17:30	61	0	0	0	**61**	57	0	0	0	**57**
17:45	53	0	0	0	**53**	25	0	0	0	**25**
18:00	34	0	0	0	**34**	68	0	0	0	**68**
18:15	24	0	0	0	**24**	32	0	0	0	**32**
18:30	9	0	0	0	**9**	19	0	0	0	**19**
18:45	3	0	0	0	**3**	11	0	0	0	**11**
19:00	0	0	0	0	**0**	5	0	0	0	**5**
19:15	2	0	0	0	**2**	4	0	0	0	**4**
19:30	4	0	0	0	**4**	3	0	0	0	**3**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	1	0	0	0	**1**	1	0	0	0	**1**
20:15	4	0	0	0	**4**	4	0	0	0	**4**
20:30	1	0	0	0	**1**	3	0	0	0	**3**
20:45	3	0	0	0	**3**	2	0	0	0	**2**
21:00	1	0	0	0	**1**	4	0	0	0	**4**
21:15	1	0	0	0	**1**	0	0	0	0	**0**
21:30	6	0	0	0	**6**	4	0	0	0	**4**
21:45	4	0	0	0	**4**	0	0	0	0	**0**
22:00	2	0	0	0	**2**	2	0	0	0	**2**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
MIDDLE DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	1	0	0	**3**	3	0	0	0	**3**
22:45	3	0	0	0	**3**	21	0	0	0	**21**
23:00	7	0	0	0	**7**	15	0	0	0	**15**
23:15	2	0	0	0	**2**	12	0	0	0	**12**
23:30	6	0	0	0	**6**	9	0	0	0	**9**
23:45	4	0	0	0	**4**	2	0	0	0	**2**
	746	**6**	**0**	**0**	**752**	**775**	**5**	**0**	**0**	**780**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
SOUTH DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	1	0	0	0	**1**
0:15	0	0	0	0	**0**	0	0	0	1	**1**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	1	**1**	0	0	0	0	**0**
1:00	0	0	1	0	**1**	0	0	0	1	**1**
1:15	1	0	1	0	**2**	0	0	0	1	**1**
1:30	0	0	2	0	**2**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	1	0	0	3	**4**
2:00	0	0	0	0	**0**	0	0	0	1	**1**
2:15	0	0	0	1	**1**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	1	0	**1**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	2	**2**	0	0	0	1	**1**
3:30	0	0	0	1	**1**	0	0	1	0	**1**
3:45	0	0	1	0	**1**	0	0	1	0	**1**
4:00	1	0	0	0	**1**	0	0	1	0	**1**
4:15	0	0	0	1	**1**	0	0	0	1	**1**
4:30	0	0	0	3	**3**	8	0	0	0	**8**
4:45	0	0	0	0	**0**	0	0	0	0	**0**
5:00	1	0	0	0	**1**	20	0	1	2	**23**
5:15	1	0	0	1	**2**	1	0	0	1	**2**
5:30	0	0	0	0	**0**	1	0	0	0	**1**
5:45	1	0	0	1	**2**	2	0	0	0	**2**
6:00	0	0	0	0	**0**	0	0	0	1	**1**
6:15	2	0	0	0	**2**	1	1	0	0	**2**
6:30	3	0	0	0	**3**	1	0	0	0	**1**
6:45	11	0	0	0	**11**	3	0	1	0	**4**
7:00	4	0	0	0	**4**	1	0	0	0	**1**
7:15	1	1	0	0	**2**	0	0	0	0	**0**
7:30	0	0	0	1	**1**	0	1	0	0	**1**
7:45	1	0	0	0	**1**	0	0	0	0	**0**
8:00	0	0	0	0	**0**	1	0	0	0	**1**
8:15	0	1	0	1	**2**	0	0	0	0	**0**
8:30	1	0	0	0	**1**	1	0	1	0	**2**
8:45	0	0	1	1	**2**	0	0	0	0	**0**
9:00	0	1	0	0	**1**	0	1	0	1	**2**
9:15	0	1	0	0	**1**	0	1	1	0	**2**
9:30	0	1	0	0	**1**	0	0	0	0	**0**
9:45	1	0	0	1	**2**	0	1	0	1	**2**
10:00	1	0	1	2	**4**	0	0	1	0	**1**
10:15	0	0	0	1	**1**	1	0	0	1	**2**
10:30	0	2	0	0	**2**	0	0	1	1	**2**
10:45	0	0	1	0	**1**	0	2	1	0	**3**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
SOUTH DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	1	0	**1**	0	0	0	1	**1**
11:30	0	0	0	1	**1**	1	0	0	0	**1**
11:45	1	0	0	2	**3**	0	0	1	0	**1**
12:00	0	0	0	0	**0**	0	0	0	1	**1**
12:15	2	0	0	2	**4**	2	0	0	0	**2**
12:30	2	0	0	0	**2**	2	0	1	1	**4**
12:45	0	0	1	0	**1**	0	0	1	0	**1**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	1	1	**2**	0	0	0	1	**1**
13:30	1	0	0	0	**1**	0	0	0	0	**0**
13:45	0	0	0	2	**2**	0	0	0	0	**0**
14:00	1	0	0	0	**1**	0	0	1	1	**2**
14:15	0	0	0	0	**0**	1	0	0	0	**1**
14:30	0	0	0	0	**0**	0	0	0	2	**2**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	2	**2**	0	1	0	1	**2**
15:15	0	1	0	5	**6**	1	0	0	0	**1**
15:30	1	0	1	1	**3**	0	0	0	1	**1**
15:45	1	0	1	0	**2**	0	0	0	0	**0**
16:00	1	0	2	0	**3**	1	1	1	2	**5**
16:15	0	1	0	1	**2**	0	0	0	3	**3**
16:30	0	0	0	0	**0**	0	0	0	1	**1**
16:45	0	0	0	2	**2**	0	0	0	1	**1**
17:00	0	0	0	1	**1**	1	0	0	0	**1**
17:15	1	0	0	0	**1**	1	0	0	1	**2**
17:30	6	0	0	0	**6**	14	0	1	1	**16**
17:45	18	0	0	0	**18**	6	0	0	0	**6**
18:00	6	0	1	0	**7**	35	0	0	2	**37**
18:15	6	0	0	0	**6**	9	0	0	1	**10**
18:30	1	0	0	1	**2**	1	0	0	0	**1**
18:45	0	0	0	1	**1**	0	0	0	1	**1**
19:00	0	0	1	2	**3**	1	0	0	0	**1**
19:15	0	0	0	1	**1**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	1	**1**
19:45	0	0	0	0	**0**	0	0	1	1	**2**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	1	0	0	0	**1**	1	0	0	0	**1**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	1	0	0	1	**2**	0	0	0	1	**1**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	1	1	**2**	0	0	0	0	**0**
21:30	0	0	1	0	**1**	0	0	0	1	**1**
21:45	0	0	1	0	**1**	0	0	1	0	**1**
22:00	0	0	0	2	**2**	1	0	0	0	**1**
22:15	0	0	0	2	**2**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
SOUTH DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	0	3	1	**4**
22:45	0	0	0	0	**0**	0	0	0	3	**3**
23:00	0	0	0	0	**0**	0	0	0	0	**0**
23:15	0	0	0	0	**0**	0	0	0	2	**2**
23:30	0	0	0	0	**0**	0	0	0	1	**1**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	80	**9**	**20**	**49**	**158**	**121**	**9**	**22**	**50**	**202**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	0	**1**	13	0	0	0	**13**
0:15	0	0	0	0	**0**	1	0	0	1	**2**
0:30	2	1	0	0	**3**	2	0	0	0	**2**
0:45	0	0	0	1	**1**	2	0	0	0	**2**
1:00	1	0	1	0	**2**	1	1	0	1	**3**
1:15	2	0	1	0	**3**	3	0	0	1	**4**
1:30	1	0	2	0	**3**	1	0	0	0	**1**
1:45	1	0	0	0	**1**	1	0	0	3	**4**
2:00	1	0	0	0	**1**	10	0	0	1	**11**
2:15	1	0	0	1	**2**	1	0	0	0	**1**
2:30	0	0	0	0	**0**	8	0	0	0	**8**
2:45	0	0	0	0	**0**	2	0	1	0	**3**
3:00	0	0	0	0	**0**	3	0	0	0	**3**
3:15	0	0	0	2	**2**	11	0	0	1	**12**
3:30	0	0	0	1	**1**	1	0	1	0	**2**
3:45	3	0	1	0	**4**	0	0	1	0	**1**
4:00	4	0	0	0	**4**	6	0	1	0	**7**
4:15	6	0	0	1	**7**	2	0	0	1	**3**
4:30	11	0	0	3	**14**	86	0	0	0	**86**
4:45	9	0	0	0	**9**	21	0	0	0	**21**
5:00	5	0	0	0	**5**	115	0	1	2	**118**
5:15	10	0	0	1	**11**	30	0	0	1	**31**
5:30	19	0	0	0	**19**	8	0	0	0	**8**
5:45	28	0	0	1	**29**	12	0	0	0	**12**
6:00	15	0	0	0	**15**	7	0	0	1	**8**
6:15	19	0	0	0	**19**	3	1	0	0	**4**
6:30	70	0	0	0	**70**	11	0	0	0	**11**
6:45	109	0	0	0	**109**	20	0	1	0	**21**
7:00	66	0	0	0	**66**	17	0	0	0	**17**
7:15	92	1	0	0	**93**	18	0	0	0	**18**
7:30	31	0	0	1	**32**	4	1	0	0	**5**
7:45	11	0	0	0	**11**	2	0	0	0	**2**
8:00	8	0	0	0	**8**	3	0	0	0	**3**
8:15	11	1	0	1	**13**	1	0	0	0	**1**
8:30	10	0	0	0	**10**	4	0	1	0	**5**
8:45	7	1	1	1	**10**	3	0	0	0	**3**
9:00	3	1	0	0	**4**	4	1	0	1	**6**
9:15	3	1	0	0	**4**	2	1	1	0	**4**
9:30	3	2	0	0	**5**	1	0	0	0	**1**
9:45	5	0	0	1	**6**	3	1	0	1	**5**
10:00	3	0	1	2	**6**	1	0	1	0	**2**
10:15	4	1	0	1	**6**	4	1	0	1	**6**
10:30	2	3	0	0	**5**	1	1	1	1	**4**
10:45	2	0	1	0	**3**	1	2	1	0	**4**
11:00	1	0	0	0	**1**	3	0	0	0	**3**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	6	0	1	0	**7**	5	0	0	1	**6**
11:30	5	1	0	1	**7**	22	0	0	0	**22**
11:45	9	0	0	2	**11**	16	0	1	0	**17**
12:00	6	0	0	0	**6**	7	0	0	1	**8**
12:15	8	1	0	2	**11**	26	2	0	0	**28**
12:30	19	0	0	0	**19**	8	0	1	1	**10**
12:45	5	0	1	0	**6**	10	0	1	0	**11**
13:00	0	0	0	0	**0**	5	0	0	0	**5**
13:15	5	0	1	1	**7**	3	0	0	1	**4**
13:30	3	0	0	0	**3**	0	1	0	0	**1**
13:45	7	0	0	2	**9**	1	1	0	0	**2**
14:00	5	0	0	0	**5**	27	0	1	1	**29**
14:15	2	0	0	0	**2**	11	0	0	0	**11**
14:30	7	0	0	0	**7**	15	0	0	2	**17**
14:45	3	0	0	0	**3**	8	0	0	0	**8**
15:00	3	0	0	2	**5**	8	1	0	1	**10**
15:15	2	1	0	5	**8**	5	0	0	0	**5**
15:30	3	0	1	1	**5**	14	0	0	1	**15**
15:45	2	0	1	0	**3**	7	0	0	0	**7**
16:00	6	0	2	0	**8**	8	1	1	2	**12**
16:15	3	1	0	1	**5**	10	0	0	3	**13**
16:30	5	0	0	0	**5**	9	0	0	1	**10**
16:45	6	0	0	2	**8**	2	0	0	1	**3**
17:00	22	0	0	1	**23**	10	0	0	0	**10**
17:15	29	0	0	0	**29**	4	0	0	1	**5**
17:30	86	0	0	0	**86**	98	0	1	1	**100**
17:45	106	0	0	0	**106**	44	0	0	0	**44**
18:00	63	0	1	0	**64**	135	0	0	2	**137**
18:15	47	0	0	0	**47**	56	0	0	1	**57**
18:30	13	0	0	1	**14**	24	0	0	0	**24**
18:45	3	0	0	1	**4**	11	0	0	1	**12**
19:00	0	0	1	2	**3**	6	0	0	0	**6**
19:15	2	0	0	1	**3**	4	0	0	0	**4**
19:30	4	0	0	0	**4**	3	0	0	1	**4**
19:45	0	0	0	0	**0**	0	0	1	1	**2**
20:00	1	0	0	0	**1**	1	0	0	0	**1**
20:15	5	0	0	0	**5**	5	0	0	0	**5**
20:30	2	0	0	0	**2**	4	0	0	0	**4**
20:45	4	0	0	1	**5**	2	0	0	1	**3**
21:00	1	0	0	0	**1**	4	0	0	0	**4**
21:15	1	0	1	1	**3**	0	0	0	0	**0**
21:30	6	0	1	0	**7**	4	0	0	1	**5**
21:45	4	0	1	0	**5**	0	0	1	0	**1**
22:00	2	0	0	2	**4**	3	0	0	0	**3**
22:15	0	0	0	2	**2**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	1	0	0	**3**	3	0	3	1	**7**
22:45	3	0	0	0	**3**	21	0	0	3	**24**
23:00	7	0	0	0	**7**	15	0	0	0	**15**
23:15	2	0	0	0	**2**	12	0	0	2	**14**
23:30	6	0	0	0	**6**	9	0	0	1	**10**
23:45	4	0	0	0	**4**	2	0	0	0	**2**
	1125	**17**	**20**	**49**	**1211**	**1160**	**16**	**22**	**50**	**1248**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
NORTH DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	1	0	0	0	**1**
0:15	0	0	0	0	**0**	1	0	0	0	**1**
0:30	1	0	0	0	**1**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	2	0	0	0	**2**	1	0	0	0	**1**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	2	0	0	0	**2**	0	0	0	0	**0**
4:15	2	0	0	0	**2**	0	0	0	0	**0**
4:30	5	0	0	0	**5**	17	0	0	0	**17**
4:45	8	0	0	0	**8**	8	0	0	0	**8**
5:00	6	1	0	0	**7**	17	0	0	0	**17**
5:15	7	0	0	0	**7**	4	0	0	0	**4**
5:30	4	0	0	0	**4**	4	0	0	0	**4**
5:45	3	0	0	0	**3**	3	0	0	0	**3**
6:00	4	0	0	0	**4**	1	0	0	0	**1**
6:15	7	0	0	1	**8**	0	0	0	0	**0**
6:30	19	0	0	0	**19**	2	0	0	1	**3**
6:45	34	0	0	0	**34**	11	0	0	0	**11**
7:00	13	0	0	0	**13**	5	0	0	0	**5**
7:15	30	0	0	0	**30**	2	0	0	0	**2**
7:30	4	0	0	0	**4**	1	0	0	0	**1**
7:45	0	0	0	0	**0**	0	0	0	0	**0**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	1	0	0	0	**1**	0	0	0	0	**0**
9:45	1	0	0	0	**1**	2	0	0	0	**2**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	1	0	0	0	**1**	1	0	0	0	**1**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
NORTH DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	0	0	0	**1**	1	0	0	0	**1**
11:30	1	0	0	0	**1**	1	0	0	0	**1**
11:45	1	0	0	1	**2**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	0	0	0	0	**0**
12:15	0	0	0	0	**0**	1	0	0	1	**2**
12:30	0	0	0	0	**0**	0	0	0	0	**0**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	0	0	**0**	1	0	0	0	**1**
13:30	0	0	0	0	**0**	0	0	0	0	**0**
13:45	0	0	0	0	**0**	3	0	0	0	**3**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	1	0	0	0	**1**
14:45	0	0	0	0	**0**	2	0	0	0	**2**
15:00	0	0	0	0	**0**	1	0	0	0	**1**
15:15	0	0	0	0	**0**	0	0	0	0	**0**
15:30	0	0	0	0	**0**	0	0	0	0	**0**
15:45	0	0	0	0	**0**	0	0	0	0	**0**
16:00	0	0	0	0	**0**	1	0	0	0	**1**
16:15	6	0	0	0	**6**	0	0	0	0	**0**
16:30	9	0	0	0	**9**	0	0	0	0	**0**
16:45	31	0	0	0	**31**	1	0	0	0	**1**
17:00	26	0	0	0	**26**	0	0	0	0	**0**
17:15	10	0	0	0	**10**	11	0	0	0	**11**
17:30	6	0	0	0	**6**	19	0	0	0	**19**
17:45	0	0	0	0	**0**	5	0	0	0	**5**
18:00	0	0	0	0	**0**	23	0	0	0	**23**
18:15	0	0	0	0	**0**	6	0	0	0	**6**
18:30	0	0	0	0	**0**	2	0	0	0	**2**
18:45	0	0	0	0	**0**	0	0	0	0	**0**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
NORTH DRIVEWAY
9/23/2017
Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**
22:45	0	0	0	0	**0**
23:00	0	0	0	0	**0**
23:15	1	0	0	0	**1**
23:30	1	0	0	0	**1**
23:45	1	0	0	1	**2**
	248	**1**	**0**	**3**	**252**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	160	**0**	**0**	**2**	**162**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
MIDDLE DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	2	0	0	0	**2**	4	0	0	0	**4**
0:15	3	0	0	0	**3**	5	0	0	0	**5**
0:30	1	0	0	0	**1**	1	0	0	0	**1**
0:45	0	0	0	0	**0**	2	0	0	0	**2**
1:00	0	0	0	0	**0**	2	0	0	0	**2**
1:15	3	0	0	0	**3**	2	0	0	0	**2**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	1	0	0	0	**1**
2:00	0	0	0	0	**0**	3	0	0	0	**3**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	5	0	0	0	**5**
2:45	0	0	0	0	**0**	1	0	0	0	**1**
3:00	0	0	0	0	**0**	13	0	0	0	**13**
3:15	0	0	0	0	**0**	4	0	0	0	**4**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	2	0	0	0	**2**	0	0	0	0	**0**
4:00	1	0	0	0	**1**	2	0	0	0	**2**
4:15	3	0	0	0	**3**	3	0	0	0	**3**
4:30	2	0	0	0	**2**	45	0	0	0	**45**
4:45	4	0	0	0	**4**	24	0	0	0	**24**
5:00	12	0	0	0	**12**	58	0	0	0	**58**
5:15	0	0	0	0	**0**	13	0	0	0	**13**
5:30	3	0	0	0	**3**	14	0	0	0	**14**
5:45	7	0	0	0	**7**	3	0	0	0	**3**
6:00	6	0	0	0	**6**	7	0	0	0	**7**
6:15	11	0	0	0	**11**	0	0	0	0	**0**
6:30	29	0	0	0	**29**	4	0	0	0	**4**
6:45	45	0	0	0	**45**	11	0	0	0	**11**
7:00	28	0	0	0	**28**	7	0	0	0	**7**
7:15	46	0	0	0	**46**	4	0	0	0	**4**
7:30	3	0	0	0	**3**	3	0	0	0	**3**
7:45	2	0	0	0	**2**	0	0	0	0	**0**
8:00	1	0	0	0	**1**	0	0	0	0	**0**
8:15	1	0	0	0	**1**	1	0	0	0	**1**
8:30	3	0	0	0	**3**	1	0	0	0	**1**
8:45	4	0	0	0	**4**	2	0	0	0	**2**
9:00	3	0	0	0	**3**	2	0	0	0	**2**
9:15	4	0	0	0	**4**	1	0	0	0	**1**
9:30	0	0	0	0	**0**	2	0	0	0	**2**
9:45	0	0	0	0	**0**	1	0	0	0	**1**
10:00	0	0	0	0	**0**	1	0	0	0	**1**
10:15	1	0	0	0	**1**	0	0	0	0	**0**
10:30	2	0	0	0	**2**	1	0	0	0	**1**
10:45	1	0	0	0	**1**	4	0	0	0	**4**
11:00	1	0	0	0	**1**	2	0	0	0	**2**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
MIDDLE DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	3	0	0	0	**3**	1	0	0	0	**1**
11:30	2	0	0	0	**2**	10	0	0	0	**10**
11:45	9	0	0	0	**9**	3	0	0	0	**3**
12:00	3	0	0	0	**3**	4	0	0	0	**4**
12:15	6	0	0	0	**6**	16	0	0	0	**16**
12:30	7	0	0	0	**7**	5	0	0	0	**5**
12:45	7	0	0	0	**7**	4	0	0	0	**4**
13:00	2	0	0	0	**2**	4	0	0	0	**4**
13:15	1	0	0	0	**1**	3	0	0	0	**3**
13:30	2	0	0	0	**2**	3	0	0	0	**3**
13:45	6	0	0	0	**6**	1	0	0	0	**1**
14:00	1	0	0	0	**1**	10	0	0	0	**10**
14:15	1	0	0	0	**1**	1	0	0	0	**1**
14:30	2	0	0	0	**2**	7	0	0	0	**7**
14:45	1	0	0	0	**1**	2	0	0	0	**2**
15:00	3	0	0	0	**3**	4	0	0	0	**4**
15:15	1	0	0	0	**1**	3	0	0	0	**3**
15:30	2	0	0	0	**2**	18	0	0	0	**18**
15:45	1	0	0	0	**1**	6	0	0	0	**6**
16:00	0	0	0	0	**0**	15	0	0	0	**15**
16:15	2	0	0	0	**2**	6	0	0	0	**6**
16:30	3	0	0	0	**3**	15	0	0	0	**15**
16:45	9	0	0	0	**9**	1	0	0	0	**1**
17:00	11	0	0	0	**11**	6	0	0	0	**6**
17:15	21	0	0	0	**21**	13	0	0	0	**13**
17:30	51	0	0	0	**51**	55	0	0	0	**55**
17:45	35	0	0	0	**35**	22	0	0	0	**22**
18:00	47	0	0	0	**47**	46	0	0	0	**46**
18:15	16	0	0	0	**16**	27	0	0	0	**27**
18:30	6	0	0	0	**6**	5	0	0	0	**5**
18:45	1	0	0	0	**1**	11	0	0	0	**11**
19:00	5	0	0	0	**5**	8	0	0	0	**8**
19:15	2	0	0	0	**2**	4	0	0	0	**4**
19:30	2	0	0	0	**2**	0	0	0	0	**0**
19:45	3	0	0	0	**3**	1	0	0	0	**1**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	2	0	0	0	**2**	2	0	0	0	**2**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	1	0	0	0	**1**	2	0	0	0	**2**
21:00	1	0	0	0	**1**	2	0	0	0	**2**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	1	0	0	0	**1**	0	0	0	0	**0**
21:45	3	0	0	0	**3**	0	0	0	0	**0**
22:00	2	0	0	0	**2**	5	0	0	0	**5**
22:15	3	0	0	0	**3**	1	0	0	0	**1**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
MIDDLE DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	3	0	0	0	**3**	2	0	0	0	**2**
22:45	4	0	0	0	**4**	17	0	0	0	**17**
23:00	5	0	0	0	**5**	1	0	0	0	**1**
23:15	7	0	0	0	**7**	16	0	0	0	**16**
23:30	7	0	0	0	**7**	4	0	0	0	**4**
23:45	4	0	0	0	**4**	6	0	0	0	**6**
	551	**0**	**0**	**0**	551	**657**	**0**	**0**	**0**	657

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
SOUTH DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	1	0	0	**1**	0	1	0	0	**1**
0:15	0	0	0	1	**1**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	1	1	**2**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	1	0	**1**	0	0	1	0	**1**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	1	**1**
1:45	0	0	2	0	**2**	0	0	0	0	**0**
2:00	0	0	0	1	**1**	0	0	0	1	**1**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	2	0	**2**	0	0	1	0	**1**
2:45	0	0	0	0	**0**	0	0	1	0	**1**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	2	**2**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	2	0	0	0	**2**	0	0	0	0	**0**
4:30	3	0	1	0	**4**	5	0	0	0	**5**
4:45	0	0	0	0	**0**	3	0	0	0	**3**
5:00	0	0	0	1	**1**	13	0	0	0	**13**
5:15	0	0	0	0	**0**	5	0	0	2	**7**
5:30	0	0	0	1	**1**	3	0	0	0	**3**
5:45	1	0	1	0	**2**	1	0	0	0	**1**
6:00	0	0	0	0	**0**	0	0	0	0	**0**
6:15	2	0	0	0	**2**	0	0	1	0	**1**
6:30	3	0	0	0	**3**	0	0	0	0	**0**
6:45	12	0	0	0	**12**	1	0	0	0	**1**
7:00	8	0	0	0	**8**	1	0	0	1	**2**
7:15	9	0	0	0	**9**	1	0	0	0	**1**
7:30	10	0	1	0	**11**	4	0	0	0	**4**
7:45	1	0	0	0	**1**	0	0	1	0	**1**
8:00	0	0	0	1	**1**	0	0	0	0	**0**
8:15	0	0	1	0	**1**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	2	**2**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	1	0	0	**1**	0	1	0	0	**1**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	1	0	0	**1**	1	0	0	0	**1**
10:45	0	1	0	0	**1**	0	0	0	0	**0**
11:00	0	1	0	0	**1**	0	2	0	0	**2**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
SOUTH DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	2	0	0	**2**	0	1	0	0	**1**
11:30	0	1	0	0	**1**	0	0	0	0	**0**
11:45	0	0	0	0	**0**	0	0	0	0	**0**
12:00	0	0	0	0	**0**	0	0	0	0	**0**
12:15	0	0	0	0	**0**	0	1	0	0	**1**
12:30	0	0	0	0	**0**	0	2	0	0	**2**
12:45	0	1	0	0	**1**	0	0	0	0	**0**
13:00	0	1	0	0	**1**	0	0	0	0	**0**
13:15	0	1	0	0	**1**	0	2	0	0	**2**
13:30	1	0	0	0	**1**	1	0	0	0	**1**
13:45	0	1	0	0	**1**	0	1	0	0	**1**
14:00	0	0	0	0	**0**	0	1	0	0	**1**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	1	1	0	2	**4**	0	1	0	0	**1**
14:45	0	0	1	2	**3**	0	0	0	0	**0**
15:00	0	1	1	0	**2**	0	3	1	1	**5**
15:15	0	1	0	0	**1**	1	0	0	0	**1**
15:30	0	2	0	0	**2**	0	0	0	0	**0**
15:45	0	1	0	0	**1**	0	0	0	0	**0**
16:00	0	0	0	0	**0**	0	2	0	0	**2**
16:15	0	0	0	0	**0**	0	3	0	0	**3**
16:30	0	0	0	0	**0**	0	0	0	0	**0**
16:45	0	0	0	0	**0**	1	0	0	0	**1**
17:00	0	0	0	0	**0**	0	0	0	0	**0**
17:15	1	1	0	0	**2**	0	0	0	0	**0**
17:30	5	0	0	0	**5**	4	1	0	0	**5**
17:45	11	0	0	0	**11**	6	1	0	0	**7**
18:00	8	0	0	0	**8**	20	0	0	0	**20**
18:15	7	0	0	0	**7**	13	1	0	0	**14**
18:30	2	0	0	0	**2**	2	2	0	0	**4**
18:45	0	1	0	0	**1**	0	0	0	0	**0**
19:00	0	1	0	0	**1**	0	0	0	0	**0**
19:15	0	2	0	0	**2**	0	0	0	0	**0**
19:30	0	1	0	0	**1**	0	0	0	0	**0**
19:45	0	1	0	0	**1**	0	1	0	0	**1**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	2	0	0	**2**	0	0	0	0	**0**
20:45	0	2	0	0	**2**	0	1	0	0	**1**
21:00	0	2	0	0	**2**	0	0	0	0	**0**
21:15	0	1	0	0	**1**	0	1	0	0	**1**
21:30	0	1	0	0	**1**	0	2	0	0	**2**
21:45	0	0	0	0	**0**	0	2	0	0	**2**
22:00	0	2	0	0	**2**	0	0	0	0	**0**
22:15	0	1	0	0	**1**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
SOUTH DRIVEWAY
9/23/2017
Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	1	0	0	**1**
22:45	0	0	0	0	**0**
23:00	1	0	0	0	**1**
23:15	0	0	0	0	**0**
23:30	0	0	0	0	**0**
23:45	0	0	0	0	**0**
	88	**37**	**11**	**9**	**145**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	0	0	0	0	**0**
	0	1	0	0	**1**
	0	2	0	0	**2**
	0	1	0	0	**1**
	0	3	0	0	**3**
	0	0	0	0	**0**
	86	**40**	**7**	**11**	**144**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	2	1	0	0	**3**	5	1	0	0	**6**
0:15	3	0	0	1	**4**	6	0	0	0	**6**
0:30	2	0	0	0	**2**	1	0	1	1	**3**
0:45	0	0	0	0	**0**	2	0	0	0	**2**
1:00	0	0	1	0	**1**	2	0	1	0	**3**
1:15	5	0	0	0	**5**	3	0	0	0	**3**
1:30	0	0	0	0	**0**	0	0	0	1	**1**
1:45	0	0	2	0	**2**	1	0	0	0	**1**
2:00	0	0	0	1	**1**	3	0	0	1	**4**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	2	0	**2**	5	0	1	0	**6**
2:45	0	0	0	0	**0**	1	0	1	0	**2**
3:00	0	0	0	0	**0**	13	0	0	0	**13**
3:15	0	0	0	0	**0**	4	0	0	2	**6**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	2	0	0	0	**2**	0	0	0	0	**0**
4:00	3	0	0	0	**3**	2	0	0	0	**2**
4:15	7	0	0	0	**7**	3	0	0	0	**3**
4:30	10	0	1	0	**11**	67	0	0	0	**67**
4:45	12	0	0	0	**12**	35	0	0	0	**35**
5:00	18	1	0	1	**20**	88	0	0	0	**88**
5:15	7	0	0	0	**7**	22	0	0	2	**24**
5:30	7	0	0	1	**8**	21	0	0	0	**21**
5:45	11	0	1	0	**12**	7	0	0	0	**7**
6:00	10	0	0	0	**10**	8	0	0	0	**8**
6:15	20	0	0	1	**21**	0	0	1	0	**1**
6:30	51	0	0	0	**51**	6	0	0	1	**7**
6:45	91	0	0	0	**91**	23	0	0	0	**23**
7:00	49	0	0	0	**49**	13	0	0	1	**14**
7:15	85	0	0	0	**85**	7	0	0	0	**7**
7:30	17	0	1	0	**18**	8	0	0	0	**8**
7:45	3	0	0	0	**3**	0	0	1	0	**1**
8:00	1	0	0	1	**2**	0	0	0	0	**0**
8:15	1	0	1	0	**2**	1	0	0	0	**1**
8:30	3	0	0	0	**3**	1	0	0	2	**3**
8:45	4	0	0	0	**4**	2	0	0	0	**2**
9:00	3	0	0	0	**3**	2	0	0	0	**2**
9:15	4	1	0	0	**5**	1	1	0	0	**2**
9:30	1	0	0	0	**1**	2	0	0	0	**2**
9:45	1	0	0	0	**1**	3	0	0	0	**3**
10:00	0	0	0	0	**0**	1	0	0	0	**1**
10:15	2	0	0	0	**2**	1	0	0	0	**1**
10:30	2	1	0	0	**3**	2	0	0	0	**2**
10:45	1	1	0	0	**2**	4	0	0	0	**4**
11:00	1	1	0	0	**2**	2	2	0	0	**4**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	4	2	0	0	**6**	2	1	0	0	**3**
11:30	3	1	0	0	**4**	11	0	0	0	**11**
11:45	10	0	0	1	**11**	3	0	0	0	**3**
12:00	3	0	0	0	**3**	4	0	0	0	**4**
12:15	6	0	0	0	**6**	17	1	0	1	**19**
12:30	7	0	0	0	**7**	5	2	0	0	**7**
12:45	7	1	0	0	**8**	4	0	0	0	**4**
13:00	2	1	0	0	**3**	4	0	0	0	**4**
13:15	1	1	0	0	**2**	4	2	0	0	**6**
13:30	3	0	0	0	**3**	4	0	0	0	**4**
13:45	6	1	0	0	**7**	4	1	0	0	**5**
14:00	1	0	0	0	**1**	10	1	0	0	**11**
14:15	1	0	0	0	**1**	1	0	0	0	**1**
14:30	3	1	0	2	**6**	8	1	0	0	**9**
14:45	1	0	1	2	**4**	4	0	0	0	**4**
15:00	3	1	1	0	**5**	5	3	1	1	**10**
15:15	1	1	0	0	**2**	4	0	0	0	**4**
15:30	2	2	0	0	**4**	18	0	0	0	**18**
15:45	1	1	0	0	**2**	6	0	0	0	**6**
16:00	0	0	0	0	**0**	16	2	0	0	**18**
16:15	8	0	0	0	**8**	6	3	0	0	**9**
16:30	12	0	0	0	**12**	15	0	0	0	**15**
16:45	40	0	0	0	**40**	3	0	0	0	**3**
17:00	37	0	0	0	**37**	6	0	0	0	**6**
17:15	32	1	0	0	**33**	24	0	0	0	**24**
17:30	62	0	0	0	**62**	78	1	0	0	**79**
17:45	46	0	0	0	**46**	33	1	0	0	**34**
18:00	55	0	0	0	**55**	89	0	0	0	**89**
18:15	23	0	0	0	**23**	46	1	0	0	**47**
18:30	8	0	0	0	**8**	9	2	0	0	**11**
18:45	1	1	0	0	**2**	11	0	0	0	**11**
19:00	5	1	0	0	**6**	8	0	0	0	**8**
19:15	2	2	0	0	**4**	4	0	0	0	**4**
19:30	2	1	0	0	**3**	0	0	0	0	**0**
19:45	3	1	0	0	**4**	1	1	0	0	**2**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	2	0	0	0	**2**	2	0	0	0	**2**
20:30	0	2	0	0	**2**	0	0	0	0	**0**
20:45	1	2	0	0	**3**	2	1	0	0	**3**
21:00	1	2	0	0	**3**	2	0	0	0	**2**
21:15	0	1	0	0	**1**	0	1	0	0	**1**
21:30	1	1	0	0	**2**	0	2	0	0	**2**
21:45	3	0	0	0	**3**	0	2	0	0	**2**
22:00	2	2	0	0	**4**	5	0	0	0	**5**
22:15	3	1	0	0	**4**	1	0	0	0	**1**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	3	1	0	0	**4**	2	0	0	0	**2**
22:45	4	0	0	0	**4**	17	1	0	0	**18**
23:00	6	0	0	0	**6**	1	2	0	0	**3**
23:15	8	0	0	0	**8**	16	1	0	0	**17**
23:30	8	0	0	0	**8**	4	3	0	0	**7**
23:45	5	0	0	1	**6**	6	0	0	0	**6**
	887	**38**	**11**	**12**	**948**	**903**	**40**	**7**	**13**	**963**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
NORTH DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	0	0	0	0	**0**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	2	0	0	0	**2**	0	0	0	0	**0**
4:30	3	0	0	0	**3**	14	0	0	0	**14**
4:45	5	0	0	0	**5**	5	0	0	0	**5**
5:00	1	0	0	0	**1**	9	0	0	0	**9**
5:15	0	0	0	0	**0**	5	0	0	0	**5**
5:30	1	0	0	0	**1**	1	0	0	0	**1**
5:45	3	0	0	0	**3**	3	0	0	0	**3**
6:00	4	0	0	0	**4**	3	0	0	0	**3**
6:15	8	0	0	0	**8**	5	0	0	0	**5**
6:30	23	0	0	0	**23**	9	0	0	0	**9**
6:45	44	0	0	0	**44**	4	0	0	0	**4**
7:00	15	0	0	0	**15**	2	0	0	0	**2**
7:15	33	0	0	0	**33**	2	0	0	0	**2**
7:30	2	0	0	0	**2**	2	0	0	0	**2**
7:45	1	0	0	0	**1**	1	0	0	0	**1**
8:00	1	0	0	0	**1**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	1	0	0	0	**1**	1	0	0	0	**1**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	1	0	0	0	**1**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
NORTH DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	0	0	0	0	**0**
11:30	0	0	0	0	**0**	0	0	0	0	**0**
11:45	1	0	0	0	**1**	1	0	0	0	**1**
12:00	0	0	0	0	**0**	0	0	0	0	**0**
12:15	0	0	0	0	**0**	0	0	0	0	**0**
12:30	0	0	0	0	**0**	0	0	0	0	**0**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	0	0	0	0	**0**
13:45	0	0	0	0	**0**	0	0	0	0	**0**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	0	0	0	0	**0**
14:45	0	0	0	0	**0**	0	0	0	0	**0**
15:00	0	0	0	0	**0**	0	0	0	0	**0**
15:15	0	0	0	0	**0**	0	0	0	0	**0**
15:30	0	0	0	0	**0**	0	0	0	0	**0**
15:45	0	0	0	0	**0**	0	0	0	0	**0**
16:00	0	0	0	0	**0**	0	0	0	0	**0**
16:15	0	0	0	0	**0**	0	0	0	0	**0**
16:30	0	0	0	0	**0**	0	0	0	0	**0**
16:45	0	0	0	0	**0**	0	0	0	0	**0**
17:00	0	0	0	0	**0**	0	0	0	0	**0**
17:15	7	0	0	0	**7**	1	0	0	0	**1**
17:30	21	0	0	0	**21**	26	0	0	0	**26**
17:45	40	0	0	0	**40**	8	0	0	0	**8**
18:00	13	0	0	0	**13**	27	0	0	0	**27**
18:15	14	0	0	0	**14**	15	0	0	0	**15**
18:30	3	0	0	0	**3**	5	0	0	0	**5**
18:45	0	0	0	0	**0**	2	0	0	0	**2**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	1	0	0	0	**1**	1	0	0	0	**1**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
NORTH DRIVEWAY
9/24/2017
Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**
22:45	0	0	0	0	**0**
23:00	0	0	0	0	**0**
23:15	0	0	0	0	**0**
23:30	0	0	0	0	**0**
23:45	0	0	0	0	**0**
	247	**0**	**0**	**0**	**247**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	0	0	0	0	**0**
	153	**0**	**0**	**0**	**153**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
MIDDLE DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	2	0	0	0	**2**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	1	0	0	**1**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	2	0	0	0	**2**
1:00	0	0	0	0	**0**	2	0	0	0	**2**
1:15	1	0	0	0	**1**	17	0	0	0	**17**
1:30	1	0	0	0	**1**	5	0	0	0	**5**
1:45	0	0	0	0	**0**	1	0	0	0	**1**
2:00	1	0	0	0	**1**	6	0	0	0	**6**
2:15	0	0	0	0	**0**	1	1	0	0	**2**
2:30	1	0	0	0	**1**	6	0	0	0	**6**
2:45	1	0	0	0	**1**	8	0	0	0	**8**
3:00	0	0	0	0	**0**	8	0	0	0	**8**
3:15	0	0	0	0	**0**	8	0	0	0	**8**
3:30	1	0	0	0	**1**	5	0	0	0	**5**
3:45	2	0	0	0	**2**	4	0	0	0	**4**
4:00	1	0	0	0	**1**	2	0	0	0	**2**
4:15	1	0	0	0	**1**	1	0	0	0	**1**
4:30	2	0	0	0	**2**	40	0	0	0	**40**
4:45	7	0	0	0	**7**	21	0	0	0	**21**
5:00	7	0	0	0	**7**	49	0	0	0	**49**
5:15	1	0	0	0	**1**	13	0	0	0	**13**
5:30	2	0	0	0	**2**	3	0	0	0	**3**
5:45	2	0	0	0	**2**	3	0	0	0	**3**
6:00	5	0	0	0	**5**	2	0	0	0	**2**
6:15	9	0	0	0	**9**	0	0	0	0	**0**
6:30	22	0	0	0	**22**	2	0	0	0	**2**
6:45	42	1	0	0	**43**	11	1	0	0	**12**
7:00	21	0	0	0	**21**	3	0	0	0	**3**
7:15	25	0	0	0	**25**	8	0	0	0	**8**
7:30	3	0	0	0	**3**	5	0	0	0	**5**
7:45	3	0	0	0	**3**	0	0	0	0	**0**
8:00	2	0	0	0	**2**	3	0	0	0	**3**
8:15	3	0	0	0	**3**	0	1	0	0	**1**
8:30	4	0	0	0	**4**	0	0	0	0	**0**
8:45	2	0	0	0	**2**	0	0	0	0	**0**
9:00	2	0	0	0	**2**	1	0	0	0	**1**
9:15	3	0	0	0	**3**	0	0	0	0	**0**
9:30	1	0	0	0	**1**	1	0	0	0	**1**
9:45	1	0	0	0	**1**	0	0	0	0	**0**
10:00	1	1	0	0	**2**	1	0	0	0	**1**
10:15	1	0	0	0	**1**	1	0	0	0	**1**
10:30	0	0	0	0	**0**	2	0	0	0	**2**
10:45	0	0	0	0	**0**	2	0	0	0	**2**
11:00	4	0	0	0	**4**	1	0	0	0	**1**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
MIDDLE DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	2	0	0	0	**2**	3	0	0	0	**3**
11:30	5	0	0	0	**5**	16	0	0	0	**16**
11:45	9	0	0	0	**9**	3	0	0	0	**3**
12:00	7	0	0	0	**7**	4	1	0	0	**5**
12:15	3	0	0	0	**3**	14	0	0	0	**14**
12:30	10	0	0	0	**10**	7	0	0	0	**7**
12:45	15	0	0	0	**15**	4	0	0	0	**4**
13:00	0	0	0	0	**0**	3	0	0	0	**3**
13:15	0	0	0	0	**0**	1	0	0	0	**1**
13:30	2	0	0	0	**2**	0	0	0	0	**0**
13:45	1	0	0	0	**1**	1	0	0	0	**1**
14:00	3	0	0	0	**3**	5	0	0	0	**5**
14:15	0	0	0	0	**0**	5	0	0	0	**5**
14:30	1	0	0	0	**1**	5	0	0	0	**5**
14:45	3	0	0	0	**3**	3	0	0	0	**3**
15:00	1	0	0	0	**1**	1	0	0	0	**1**
15:15	3	0	0	0	**3**	4	0	0	0	**4**
15:30	2	0	0	0	**2**	19	0	0	0	**19**
15:45	0	0	0	0	**0**	3	0	0	0	**3**
16:00	1	0	0	0	**1**	8	0	0	0	**8**
16:15	1	0	0	0	**1**	2	0	0	0	**2**
16:30	5	0	0	0	**5**	7	0	0	0	**7**
16:45	10	0	0	0	**10**	1	0	0	0	**1**
17:00	18	0	0	0	**18**	9	0	0	0	**9**
17:15	34	0	0	0	**34**	4	0	0	0	**4**
17:30	47	0	0	0	**47**	49	0	0	0	**49**
17:45	49	0	0	0	**49**	24	0	0	0	**24**
18:00	32	0	0	0	**32**	56	0	0	0	**56**
18:15	30	0	0	0	**30**	20	0	0	0	**20**
18:30	5	0	0	0	**5**	11	0	0	0	**11**
18:45	1	0	0	0	**1**	6	0	0	0	**6**
19:00	2	0	0	0	**2**	6	0	0	0	**6**
19:15	4	0	0	0	**4**	4	0	0	0	**4**
19:30	0	0	0	0	**0**	2	0	0	0	**2**
19:45	2	0	0	0	**2**	0	0	0	0	**0**
20:00	1	0	0	0	**1**	0	0	0	0	**0**
20:15	1	0	0	0	**1**	4	0	0	0	**4**
20:30	1	0	0	0	**1**	0	0	0	0	**0**
20:45	3	0	0	0	**3**	2	0	0	0	**2**
21:00	1	0	0	0	**1**	3	0	0	0	**3**
21:15	1	0	0	0	**1**	1	0	0	0	**1**
21:30	0	0	0	0	**0**	1	0	0	0	**1**
21:45	1	0	0	0	**1**	1	0	0	0	**1**
22:00	1	0	0	0	**1**	1	0	0	0	**1**
22:15	1	0	0	0	**1**	2	0	0	0	**2**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
MIDDLE DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	0	0	0	**2**	4	0	0	0	**4**
22:45	0	0	0	0	**0**	13	0	0	0	**13**
23:00	9	0	0	0	**9**	2	0	0	0	**2**
23:15	2	0	0	0	**2**	15	0	0	0	**15**
23:30	13	0	0	0	**13**	3	0	0	0	**3**
23:45	4	0	0	0	**4**	3	0	0	0	**3**
	534	**3**	**0**	**0**	**537**	**615**	**4**	**0**	**0**	**619**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
SOUTH DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	1	0	**1**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	1	**1**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	0	0	0	1	**1**
1:00	0	0	0	1	**1**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	2	**2**
1:45	0	0	0	2	**2**	0	0	2	0	**2**
2:00	0	0	0	1	**1**	0	0	1	0	**1**
2:15	0	0	0	3	**3**	0	0	1	0	**1**
2:30	0	0	0	5	**5**	0	0	0	0	**0**
2:45	0	0	0	1	**1**	0	0	1	3	**4**
3:00	0	0	1	0	**1**	0	0	1	3	**4**
3:15	0	0	2	1	**3**	0	0	0	6	**6**
3:30	0	0	0	1	**1**	0	0	0	4	**4**
3:45	0	0	0	0	**0**	0	0	1	0	**1**
4:00	0	0	1	0	**1**	0	0	0	0	**0**
4:15	1	0	0	0	**1**	0	0	0	1	**1**
4:30	2	0	0	0	**2**	11	0	0	0	**11**
4:45	0	0	0	0	**0**	5	0	0	0	**5**
5:00	1	0	0	0	**1**	4	0	0	0	**4**
5:15	0	0	0	1	**1**	2	0	0	0	**2**
5:30	0	0	0	1	**1**	0	0	0	1	**1**
5:45	0	0	0	0	**0**	0	0	1	0	**1**
6:00	1	0	0	0	**1**	0	0	0	0	**0**
6:15	1	0	0	1	**2**	0	0	0	0	**0**
6:30	1	0	1	0	**2**	1	0	0	0	**1**
6:45	10	0	0	0	**10**	0	0	0	0	**0**
7:00	6	0	0	0	**6**	1	0	2	0	**3**
7:15	6	0	0	0	**6**	1	0	0	0	**1**
7:30	2	0	0	0	**2**	1	0	1	0	**2**
7:45	1	0	0	0	**1**	1	0	0	0	**1**
8:00	0	0	0	1	**1**	0	0	0	1	**1**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	1	0	**1**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	1	0	**1**	0	0	1	0	**1**
10:00	1	0	0	1	**2**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	1	0	0	0	**1**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	0	0	**0**	0	0	0	0	**0**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
SOUTH DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	0	0	0	**1**	0	0	0	1	**1**
11:30	0	0	0	0	**0**	1	0	0	0	**1**
11:45	0	0	1	0	**1**	18	0	0	0	**18**
12:00	0	0	2	0	**2**	4	0	1	3	**8**
12:15	0	0	1	0	**1**	1	0	0	0	**1**
12:30	0	0	0	0	**0**	1	0	0	1	**2**
12:45	0	0	0	0	**0**	1	0	0	0	**1**
13:00	0	0	0	0	**0**	0	0	0	0	**0**
13:15	0	0	0	1	**1**	0	0	0	0	**0**
13:30	0	0	0	2	**2**	0	0	0	0	**0**
13:45	0	0	0	0	**0**	0	0	0	1	**1**
14:00	0	0	0	1	**1**	1	0	1	0	**2**
14:15	0	0	0	1	**1**	0	0	0	2	**2**
14:30	0	0	3	0	**3**	0	0	0	0	**0**
14:45	0	0	1	2	**3**	0	0	0	0	**0**
15:00	0	0	0	2	**2**	0	0	1	0	**1**
15:15	0	0	1	0	**1**	0	0	0	0	**0**
15:30	0	0	0	0	**0**	0	0	0	0	**0**
15:45	0	0	0	0	**0**	0	0	0	0	**0**
16:00	0	1	0	0	**1**	0	0	0	0	**0**
16:15	0	0	2	0	**2**	0	0	0	0	**0**
16:30	1	0	0	0	**1**	1	0	0	2	**3**
16:45	0	0	0	1	**1**	0	0	1	2	**3**
17:00	0	0	1	0	**1**	0	0	0	4	**4**
17:15	3	0	0	0	**3**	1	0	0	3	**4**
17:30	10	0	0	0	**10**	0	0	0	0	**0**
17:45	12	0	0	0	**12**	0	0	0	0	**0**
18:00	4	0	0	1	**5**	0	0	0	0	**0**
18:15	5	0	1	0	**6**	0	1	0	0	**1**
18:30	2	0	0	0	**2**	0	0	1	0	**1**
18:45	1	0	0	1	**2**	0	0	0	1	**1**
19:00	1	0	0	1	**2**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	0	0	1	2	**3**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	1	**1**	0	0	0	0	**0**
20:00	0	0	0	1	**1**	0	0	1	1	**2**
20:15	1	0	0	0	**1**	0	0	1	0	**1**
20:30	0	0	0	1	**1**	0	0	0	1	**1**
20:45	0	0	0	1	**1**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	1	**1**
21:15	0	0	1	1	**2**	0	0	2	2	**4**
21:30	0	0	1	0	**1**	0	0	0	0	**0**
21:45	0	0	1	1	**2**	0	0	0	1	**1**
22:00	0	0	1	0	**1**	0	0	0	0	**0**
22:15	0	0	0	1	**1**	0	1	0	2	**3**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
SOUTH DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	1	0	0	1	**2**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	0	0	0	0	**0**
23:00	0	0	3	1	**4**	0	0	1	1	**2**
23:15	1	0	1	0	**2**	0	0	0	1	**1**
23:30	0	0	0	1	**1**	13	0	0	0	**13**
23:45	0	0	1	0	**1**	3	0	0	0	**3**
	76	**1**	**29**	**44**	**150**	**73**	**2**	**24**	**54**	**153**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	1	0	**1**	2	0	0	0	**2**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	1	0	1	**2**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	2	0	0	1	**3**
1:00	0	0	0	1	**1**	2	0	0	0	**2**
1:15	1	0	0	0	**1**	17	0	0	0	**17**
1:30	1	0	0	0	**1**	5	0	0	2	**7**
1:45	0	0	0	2	**2**	1	0	2	0	**3**
2:00	1	0	0	1	**2**	6	0	1	0	**7**
2:15	0	0	0	3	**3**	1	1	1	0	**3**
2:30	1	0	0	5	**6**	6	0	0	0	**6**
2:45	1	0	0	1	**2**	8	0	1	3	**12**
3:00	0	0	1	0	**1**	8	0	1	3	**12**
3:15	0	0	2	1	**3**	8	0	0	6	**14**
3:30	1	0	0	1	**2**	5	0	0	4	**9**
3:45	2	0	0	0	**2**	4	0	1	0	**5**
4:00	1	0	1	0	**2**	2	0	0	0	**2**
4:15	4	0	0	0	**4**	1	0	0	1	**2**
4:30	7	0	0	0	**7**	65	0	0	0	**65**
4:45	12	0	0	0	**12**	31	0	0	0	**31**
5:00	9	0	0	0	**9**	62	0	0	0	**62**
5:15	1	0	0	1	**2**	20	0	0	0	**20**
5:30	3	0	0	1	**4**	4	0	0	1	**5**
5:45	5	0	0	0	**5**	6	0	1	0	**7**
6:00	10	0	0	0	**10**	5	0	0	0	**5**
6:15	18	0	0	1	**19**	5	0	0	0	**5**
6:30	46	0	1	0	**47**	12	0	0	0	**12**
6:45	96	1	0	0	**97**	15	1	0	0	**16**
7:00	42	0	0	0	**42**	6	0	2	0	**8**
7:15	64	0	0	0	**64**	11	0	0	0	**11**
7:30	7	0	0	0	**7**	8	0	1	0	**9**
7:45	5	0	0	0	**5**	2	0	0	0	**2**
8:00	3	0	0	1	**4**	3	0	0	1	**4**
8:15	3	0	0	0	**3**	0	1	0	0	**1**
8:30	5	0	0	0	**5**	1	0	0	0	**1**
8:45	2	0	0	0	**2**	0	0	0	0	**0**
9:00	2	0	0	0	**2**	1	0	1	0	**2**
9:15	3	0	0	0	**3**	1	0	0	0	**1**
9:30	1	0	0	0	**1**	1	0	0	0	**1**
9:45	1	0	1	0	**2**	0	0	1	0	**1**
10:00	2	1	0	1	**4**	1	0	0	0	**1**
10:15	1	0	0	0	**1**	2	0	0	0	**2**
10:30	0	0	0	0	**0**	2	0	0	0	**2**
10:45	0	0	0	0	**0**	2	0	0	0	**2**
11:00	4	0	0	0	**4**	1	0	0	0	**1**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	3	0	0	0	**3**	3	0	0	1	**4**
11:30	5	0	0	0	**5**	17	0	0	0	**17**
11:45	10	0	1	0	**11**	22	0	0	0	**22**
12:00	7	0	2	0	**9**	8	1	1	3	**13**
12:15	3	0	1	0	**4**	15	0	0	0	**15**
12:30	10	0	0	0	**10**	8	0	0	1	**9**
12:45	15	0	0	0	**15**	5	0	0	0	**5**
13:00	0	0	0	0	**0**	3	0	0	0	**3**
13:15	0	0	0	1	**1**	1	0	0	0	**1**
13:30	2	0	0	2	**4**	0	0	0	0	**0**
13:45	1	0	0	0	**1**	1	0	0	1	**2**
14:00	3	0	0	1	**4**	6	0	1	0	**7**
14:15	0	0	0	1	**1**	5	0	0	2	**7**
14:30	1	0	3	0	**4**	5	0	0	0	**5**
14:45	3	0	1	2	**6**	3	0	0	0	**3**
15:00	1	0	0	2	**3**	1	0	1	0	**2**
15:15	3	0	1	0	**4**	4	0	0	0	**4**
15:30	2	0	0	0	**2**	19	0	0	0	**19**
15:45	0	0	0	0	**0**	3	0	0	0	**3**
16:00	1	1	0	0	**2**	8	0	0	0	**8**
16:15	1	0	2	0	**3**	2	0	0	0	**2**
16:30	6	0	0	0	**6**	8	0	0	2	**10**
16:45	10	0	0	1	**11**	1	0	1	2	**4**
17:00	18	0	1	0	**19**	9	0	0	4	**13**
17:15	44	0	0	0	**44**	6	0	0	3	**9**
17:30	78	0	0	0	**78**	75	0	0	0	**75**
17:45	101	0	0	0	**101**	32	0	0	0	**32**
18:00	49	0	0	1	**50**	83	0	0	0	**83**
18:15	49	0	1	0	**50**	35	1	0	0	**36**
18:30	10	0	0	0	**10**	16	0	1	0	**17**
18:45	2	0	0	1	**3**	8	0	0	1	**9**
19:00	3	0	0	1	**4**	6	0	0	0	**6**
19:15	4	0	0	0	**4**	4	0	1	2	**7**
19:30	0	0	0	0	**0**	2	0	0	0	**2**
19:45	2	0	0	1	**3**	0	0	0	0	**0**
20:00	1	0	0	1	**2**	0	0	1	1	**2**
20:15	2	0	0	0	**2**	4	0	1	0	**5**
20:30	1	0	0	1	**2**	0	0	0	1	**1**
20:45	4	0	0	1	**5**	3	0	0	0	**3**
21:00	1	0	0	0	**1**	3	0	0	1	**4**
21:15	1	0	1	1	**3**	1	0	2	2	**5**
21:30	0	0	1	0	**1**	1	0	0	0	**1**
21:45	1	0	1	1	**3**	1	0	0	1	**2**
22:00	1	0	1	0	**2**	1	0	0	0	**1**
22:15	1	0	0	1	**2**	2	1	0	2	**5**

City of Eastvale
Driveway Counts
5250 Goodman Road, Eastvale, CA
TOTAL DRIVEWAYS
9/24/2017
Sunday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	3	0	0	1	**4**
22:45	0	0	0	0	**0**
23:00	9	0	3	1	**13**
23:15	3	0	1	0	**4**
23:30	13	0	0	1	**14**
23:45	4	0	1	0	**5**
	857	**4**	**29**	**44**	**934**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	4	0	0	0	**4**
22:45	13	0	0	0	**13**
23:00	2	0	1	1	**4**
23:15	15	0	0	1	**16**
23:30	16	0	0	0	**16**
23:45	6	0	0	0	**6**
	841	**6**	**24**	**54**	**925**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
WEST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	1	**1**	0	0	1	0	**1**
0:15	0	0	0	1	**1**	2	0	2	0	**4**
0:30	0	2	0	3	**5**	0	0	0	1	**1**
0:45	1	0	0	1	**2**	0	0	0	0	**0**
1:00	0	2	2	2	**6**	0	0	2	2	**4**
1:15	0	0	0	0	**0**	0	0	0	1	**1**
1:30	0	0	0	2	**2**	0	0	0	0	**0**
1:45	0	0	0	1	**1**	0	0	1	0	**1**
2:00	0	0	0	1	**1**	0	0	1	0	**1**
2:15	0	1	1	1	**3**	0	4	1	2	**7**
2:30	0	0	1	2	**3**	2	0	0	2	**4**
2:45	0	1	0	2	**3**	1	0	1	1	**3**
3:00	0	0	0	0	**0**	0	0	0	1	**1**
3:15	0	0	0	2	**2**	0	0	0	2	**2**
3:30	0	0	0	1	**1**	1	0	1	1	**3**
3:45	0	0	0	2	**2**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	3	0	1	0	**4**	1	0	0	2	**3**
4:30	0	0	0	0	**0**	1	0	1	0	**2**
4:45	1	0	0	2	**3**	2	0	0	0	**2**
5:00	1	0	0	0	**1**	3	0	0	1	**4**
5:15	2	0	0	0	**2**	0	0	0	0	**0**
5:30	0	0	0	1	**1**	0	0	0	0	**0**
5:45	1	0	0	1	**2**	1	0	0	0	**1**
6:00	0	0	0	1	**1**	0	0	0	0	**0**
6:15	0	0	0	0	**0**	0	0	0	1	**1**
6:30	0	0	1	2	**3**	0	0	0	0	**0**
6:45	0	0	0	4	**4**	0	0	0	0	**0**
7:00	0	0	0	1	**1**	0	0	1	0	**1**
7:15	1	0	0	4	**5**	0	0	1	3	**4**
7:30	0	0	1	1	**2**	0	0	1	0	**1**
7:45	0	0	1	1	**2**	0	0	0	4	**4**
8:00	0	0	1	2	**3**	0	0	0	1	**1**
8:15	5	0	0	3	**8**	1	0	0	1	**2**
8:30	6	0	1	1	**8**	4	0	0	2	**6**
8:45	5	1	0	0	**6**	2	1	2	3	**8**
9:00	1	1	0	1	**3**	0	0	1	2	**3**
9:15	3	2	1	2	**8**	2	0	1	2	**5**
9:30	7	0	4	2	**13**	4	1	1	1	**7**
9:45	5	1	2	2	**10**	1	3	0	0	**4**
10:00	1	1	2	3	**7**	4	1	1	1	**7**
10:15	5	0	0	2	**7**	0	5	0	2	**7**
10:30	4	3	0	5	**12**	1	1	1	2	**5**
10:45	4	0	3	6	**13**	1	1	3	3	**8**
11:00	0	1	2	2	**5**	2	2	1	2	**7**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
WEST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	2	**2**	0	1	1	6	**8**
11:30	0	0	0	4	**4**	0	0	0	5	**5**
11:45	0	1	1	4	**6**	0	1	0	3	**4**
12:00	1	0	0	2	**3**	0	1	0	1	**2**
12:15	1	1	0	1	**3**	0	1	0	5	**6**
12:30	0	2	0	3	**5**	1	1	1	6	**9**
12:45	2	3	0	2	**7**	1	0	0	2	**3**
13:00	2	1	1	3	**7**	2	0	0	4	**6**
13:15	3	2	1	0	**6**	0	0	1	2	**3**
13:30	1	2	1	2	**6**	0	1	0	1	**2**
13:45	3	0	1	1	**5**	3	0	1	3	**7**
14:00	5	0	0	2	**7**	2	1	1	4	**8**
14:15	7	2	1	3	**13**	4	4	2	3	**13**
14:30	2	0	1	1	**4**	2	2	0	1	**5**
14:45	0	2	2	2	**6**	0	2	0	1	**3**
15:00	1	1	0	5	**7**	1	1	0	1	**3**
15:15	7	0	1	2	**10**	3	0	0	2	**5**
15:30	2	0	1	1	**4**	3	0	0	1	**4**
15:45	0	0	0	1	**1**	2	1	0	3	**6**
16:00	0	0	0	0	**0**	2	1	3	1	**7**
16:15	0	1	0	3	**4**	0	0	0	0	**0**
16:30	1	0	0	0	**1**	1	0	0	2	**3**
16:45	2	0	1	2	**5**	3	1	1	0	**5**
17:00	0	0	2	0	**2**	1	0	0	2	**3**
17:15	1	0	1	3	**5**	0	0	0	3	**3**
17:30	1	0	0	2	**3**	1	0	0	4	**5**
17:45	0	0	0	1	**1**	0	0	0	2	**2**
18:00	0	0	0	1	**1**	0	0	1	3	**4**
18:15	0	0	0	3	**3**	0	0	0	0	**0**
18:30	0	1	1	1	**3**	0	0	0	2	**2**
18:45	0	0	2	0	**2**	0	0	1	1	**2**
19:00	1	0	0	2	**3**	1	0	0	2	**3**
19:15	0	0	0	2	**2**	0	0	0	0	**0**
19:30	0	0	0	2	**2**	0	1	0	5	**6**
19:45	0	0	2	1	**3**	0	0	1	1	**2**
20:00	0	0	1	0	**1**	0	0	2	0	**2**
20:15	0	0	0	0	**0**	1	0	0	0	**1**
20:30	0	1	1	3	**5**	0	0	0	1	**1**
20:45	1	0	1	2	**4**	0	1	0	2	**3**
21:00	1	1	0	2	**4**	1	0	0	1	**2**
21:15	4	1	1	1	**7**	0	0	1	2	**3**
21:30	0	0	0	0	**0**	1	1	1	3	**6**
21:45	0	0	1	0	**1**	0	0	0	0	**0**
22:00	2	0	1	1	**4**	1	0	0	0	**1**
22:15	0	0	0	1	**1**	1	0	1	1	**3**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
WEST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	0	1	0	4	**5**
22:45	0	0	2	2	**4**	1	1	1	1	**4**
23:00	0	0	0	0	**0**	0	0	0	2	**2**
23:15	0	0	1	1	**2**	1	0	1	7	**9**
23:30	0	0	0	3	**3**	0	0	2	3	**5**
23:45	0	0	0	2	**2**	0	0	1	0	**1**
	107	**38**	**53**	**153**	**351**	**76**	**43**	**49**	**155**	**323**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE WEST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	0	0	0	0	**0**
0:45	0	0	0	0	**0**	3	0	0	0	**3**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	1	0	0	0	**1**
1:30	0	0	0	0	**0**	2	0	0	0	**2**
1:45	0	0	0	0	**0**	1	0	0	0	**1**
2:00	0	0	0	0	**0**	3	0	0	0	**3**
2:15	0	0	0	0	**0**	2	0	0	0	**2**
2:30	0	0	0	0	**0**	2	0	0	0	**2**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	2	0	0	0	**2**
3:15	0	0	0	0	**0**	1	0	0	0	**1**
3:30	0	0	0	0	**0**	1	0	0	0	**1**
3:45	0	0	0	0	**0**	1	0	0	0	**1**
4:00	0	0	0	0	**0**	0	0	0	0	**0**
4:15	4	0	0	0	**4**	5	0	0	0	**5**
4:30	2	0	0	0	**2**	25	0	0	0	**25**
4:45	5	0	0	0	**5**	7	0	0	0	**7**
5:00	15	0	0	0	**15**	39	0	0	0	**39**
5:15	9	0	0	0	**9**	14	0	0	0	**14**
5:30	8	0	0	0	**8**	3	0	0	0	**3**
5:45	22	0	0	0	**22**	4	0	0	0	**4**
6:00	10	0	0	0	**10**	1	0	0	0	**1**
6:15	10	0	0	0	**10**	3	0	0	0	**3**
6:30	24	0	0	0	**24**	4	0	0	0	**4**
6:45	65	0	0	0	**65**	4	0	0	0	**4**
7:00	54	2	0	0	**56**	4	0	0	0	**4**
7:15	59	0	0	0	**59**	2	0	0	0	**2**
7:30	19	0	0	0	**19**	1	0	0	0	**1**
7:45	4	0	0	0	**4**	0	1	0	0	**1**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	1	0	**1**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	1	0	0	0	**1**
9:30	0	0	0	0	**0**	0	0	4	0	**4**
9:45	0	0	0	0	**0**	3	0	1	0	**4**
10:00	0	0	0	0	**0**	1	0	0	0	**1**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	5	1	0	0	**6**
11:00	6	0	0	0	**6**	1	0	0	0	**1**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE WEST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	0	0	0	**1**	11	1	0	0	**12**
11:30	6	0	0	0	**6**	7	0	0	0	**7**
11:45	8	0	0	0	**8**	2	0	0	0	**2**
12:00	1	0	0	0	**1**	8	0	0	0	**8**
12:15	6	1	0	0	**7**	2	0	0	0	**2**
12:30	6	0	0	0	**6**	3	0	0	0	**3**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	3	0	0	0	**3**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	1	0	0	0	**1**
13:45	0	0	0	0	**0**	3	0	0	0	**3**
14:00	0	0	0	0	**0**	2	0	0	0	**2**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	10	0	0	0	**10**
14:45	0	0	0	0	**0**	5	0	0	0	**5**
15:00	0	0	0	0	**0**	5	0	0	0	**5**
15:15	0	0	0	0	**0**	2	0	0	0	**2**
15:30	0	0	0	0	**0**	7	0	0	0	**7**
15:45	0	0	0	0	**0**	4	0	0	0	**4**
16:00	0	0	0	0	**0**	3	0	0	0	**3**
16:15	0	0	0	0	**0**	3	0	0	0	**3**
16:30	0	0	0	0	**0**	12	0	0	0	**12**
16:45	4	0	0	0	**4**	3	0	0	0	**3**
17:00	6	0	0	0	**6**	2	0	0	0	**2**
17:15	18	0	0	0	**18**	12	0	0	0	**12**
17:30	27	0	0	0	**27**	37	0	0	0	**37**
17:45	55	0	0	0	**55**	11	0	0	0	**11**
18:00	33	0	0	0	**33**	61	0	0	0	**61**
18:15	46	0	0	0	**46**	27	0	0	0	**27**
18:30	12	0	0	0	**12**	19	0	0	0	**19**
18:45	5	0	0	0	**5**	4	0	0	0	**4**
19:00	0	0	0	0	**0**	3	0	0	0	**3**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	2	0	0	0	**2**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	3	0	0	0	**3**
21:15	0	0	0	0	**0**	1	0	1	0	**2**
21:30	0	0	0	0	**0**	1	0	0	0	**1**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	2	0	0	0	**2**	1	0	0	0	**1**
22:15	4	0	0	0	**4**	7	0	0	0	**7**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE WEST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	3	0	0	0	**3**	2	0	0	0	**2**
22:45	3	0	0	0	**3**	0	0	0	0	**0**
23:00	1	0	0	0	**1**	2	0	0	0	**2**
23:15	2	0	0	0	**2**	5	0	0	0	**5**
23:30	7	0	0	0	**7**	2	0	0	0	**2**
23:45	0	0	0	0	**0**	2	0	0	0	**2**
	572	**3**	**0**	**0**	575	**446**	**3**	**7**	**0**	**456**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE EAST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	5	0	0	0	**5**
0:15	0	0	0	0	**0**	1	0	0	0	**1**
0:30	0	0	0	0	**0**	2	0	0	0	**2**
0:45	0	0	0	0	**0**	2	0	0	0	**2**
1:00	0	0	0	0	**0**	2	0	0	0	**2**
1:15	0	0	0	0	**0**	3	0	0	0	**3**
1:30	0	0	0	0	**0**	3	0	0	0	**3**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	3	0	0	0	**3**
2:30	0	0	0	0	**0**	4	0	0	0	**4**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	2	0	0	0	**2**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	6	0	0	0	**6**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	5	0	0	0	**5**
4:15	3	0	0	0	**3**	19	0	0	0	**19**
4:30	9	0	0	0	**9**	89	0	0	0	**89**
4:45	12	0	0	0	**12**	18	0	0	0	**18**
5:00	13	0	0	0	**13**	102	0	0	0	**102**
5:15	10	1	0	0	**11**	25	2	0	0	**27**
5:30	19	0	0	0	**19**	8	0	0	0	**8**
5:45	29	0	0	0	**29**	14	0	0	0	**14**
6:00	20	0	0	0	**20**	8	0	0	0	**8**
6:15	25	0	0	0	**25**	7	1	0	0	**8**
6:30	60	0	0	0	**60**	17	2	0	0	**19**
6:45	137	0	0	0	**137**	17	0	0	0	**17**
7:00	85	0	0	0	**85**	16	0	0	0	**16**
7:15	116	0	0	0	**116**	18	0	0	0	**18**
7:30	23	0	0	0	**23**	5	0	0	0	**5**
7:45	4	0	0	0	**4**	5	0	0	0	**5**
8:00	0	0	0	0	**0**	1	0	0	0	**1**
8:15	0	0	0	0	**0**	1	0	0	0	**1**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	1	0	0	0	**1**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	2	0	0	0	**2**
9:45	0	0	0	0	**0**	1	0	0	0	**1**
10:00	0	0	0	0	**0**	2	0	0	0	**2**
10:15	0	0	0	0	**0**	1	0	0	0	**1**
10:30	0	0	0	0	**0**	2	0	0	0	**2**
10:45	2	0	0	0	**2**	21	0	0	0	**21**
11:00	2	0	0	0	**2**	9	0	0	0	**9**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE EAST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	9	0	0	0	**9**	28	0	0	0	**28**
11:30	9	0	0	0	**9**	30	0	0	0	**30**
11:45	6	0	0	0	**6**	11	0	0	0	**11**
12:00	10	0	0	0	**10**	36	0	0	0	**36**
12:15	12	0	0	0	**12**	9	0	0	0	**9**
12:30	2	0	0	0	**2**	2	0	0	0	**2**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	3	0	0	0	**3**
13:15	0	0	0	0	**0**	2	0	0	0	**2**
13:30	0	0	0	0	**0**	4	0	0	0	**4**
13:45	0	0	0	0	**0**	4	0	0	0	**4**
14:00	1	0	0	0	**1**	11	0	0	0	**11**
14:15	2	0	0	0	**2**	4	0	0	0	**4**
14:30	1	0	0	0	**1**	14	0	0	0	**14**
14:45	0	0	0	0	**0**	16	0	0	0	**16**
15:00	1	0	0	0	**1**	10	0	0	0	**10**
15:15	0	0	0	0	**0**	5	0	0	0	**5**
15:30	0	0	0	0	**0**	9	0	0	0	**9**
15:45	0	0	0	0	**0**	3	0	0	0	**3**
16:00	0	0	0	0	**0**	17	0	0	0	**17**
16:15	0	0	0	0	**0**	9	0	0	0	**9**
16:30	2	0	0	0	**2**	43	0	0	0	**43**
16:45	6	0	0	0	**6**	11	0	0	0	**11**
17:00	10	0	0	0	**10**	11	0	0	0	**11**
17:15	45	0	0	0	**45**	23	0	0	0	**23**
17:30	69	0	0	0	**69**	78	1	0	0	**79**
17:45	132	0	0	0	**132**	32	1	0	0	**33**
18:00	79	0	0	0	**79**	89	0	0	0	**89**
18:15	91	0	0	0	**91**	43	2	0	0	**45**
18:30	17	1	0	0	**18**	25	0	0	0	**25**
18:45	5	0	0	0	**5**	5	0	0	0	**5**
19:00	0	1	0	0	**1**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	2	0	0	0	**2**
19:30	0	0	0	0	**0**	5	0	0	0	**5**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	4	0	0	0	**4**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	1	0	0	0	**1**
21:00	0	0	0	0	**0**	2	0	0	0	**2**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	1	0	0	0	**1**
21:45	2	0	0	0	**2**	15	0	0	0	**15**
22:00	2	0	0	0	**2**	10	0	0	0	**10**
22:15	3	0	0	0	**3**	7	0	0	0	**7**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE EAST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	6	0	0	0	**6**	5	0	0	0	**5**
22:45	6	0	0	0	**6**	6	0	0	0	**6**
23:00	4	0	0	0	**4**	3	0	0	0	**3**
23:15	3	0	0	0	**3**	13	0	0	0	**13**
23:30	11	0	0	0	**11**	6	0	0	0	**6**
23:45	0	0	0	0	**0**	2	0	0	0	**2**
	1115	**3**	**0**	**0**	**1118**	**1116**	**9**	**0**	**0**	**1125**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
EAST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	4	0	0	0	**4**	5	0	0	0	**5**
0:15	4	0	0	0	**4**	5	1	0	0	**6**
0:30	0	0	0	0	**0**	7	0	0	0	**7**
0:45	2	0	0	0	**2**	2	1	0	0	**3**
1:00	3	0	0	0	**3**	7	0	0	0	**7**
1:15	1	0	0	0	**1**	3	0	0	0	**3**
1:30	2	1	0	0	**3**	6	0	0	0	**6**
1:45	2	1	0	0	**3**	6	0	0	0	**6**
2:00	1	0	0	0	**1**	3	0	0	0	**3**
2:15	1	0	0	0	**1**	8	1	0	0	**9**
2:30	2	0	0	0	**2**	25	1	0	0	**26**
2:45	4	0	0	0	**4**	45	1	0	0	**46**
3:00	4	1	0	0	**5**	18	3	0	0	**21**
3:15	3	0	0	0	**3**	2	3	0	0	**5**
3:30	4	0	0	0	**4**	27	3	0	0	**30**
3:45	2	1	0	0	**3**	12	2	0	0	**14**
4:00	1	0	0	0	**1**	18	1	0	0	**19**
4:15	1	0	0	0	**1**	2	0	0	0	**2**
4:30	2	0	0	0	**2**	13	0	0	0	**13**
4:45	1	0	0	0	**1**	11	0	0	0	**11**
5:00	1	0	0	0	**1**	13	0	0	0	**13**
5:15	3	0	0	0	**3**	7	0	0	0	**7**
5:30	1	0	0	0	**1**	5	0	0	0	**5**
5:45	5	0	0	0	**5**	3	0	0	0	**3**
6:00	4	0	0	0	**4**	4	0	0	0	**4**
6:15	8	0	0	0	**8**	4	0	0	0	**4**
6:30	37	0	0	0	**37**	5	0	0	0	**5**
6:45	79	0	0	0	**79**	8	0	0	0	**8**
7:00	22	0	0	0	**22**	9	0	0	0	**9**
7:15	9	0	0	0	**9**	7	0	0	0	**7**
7:30	7	0	0	0	**7**	10	0	0	0	**10**
7:45	4	0	0	0	**4**	7	0	0	0	**7**
8:00	8	0	0	0	**8**	3	0	0	0	**3**
8:15	18	0	0	0	**18**	3	1	0	0	**4**
8:30	19	0	0	0	**19**	3	1	0	0	**4**
8:45	22	0	0	0	**22**	7	0	0	0	**7**
9:00	5	0	0	0	**5**	5	0	0	0	**5**
9:15	10	0	0	0	**10**	3	0	0	0	**3**
9:30	13	0	1	0	**14**	9	0	0	0	**9**
9:45	12	1	0	0	**13**	2	1	0	0	**3**
10:00	18	1	0	0	**19**	17	0	0	0	**17**
10:15	12	1	0	0	**13**	7	0	1	0	**8**
10:30	19	0	0	0	**19**	8	0	1	0	**9**
10:45	13	0	0	0	**13**	13	0	0	0	**13**
11:00	3	1	0	0	**4**	19	0	1	0	**20**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
EAST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	20	0	0	0	**20**	77	0	0	0	**77**
11:30	5	0	0	0	**5**	25	0	2	0	**27**
11:45	15	0	0	0	**15**	12	0	0	0	**12**
12:00	28	0	0	0	**28**	16	0	0	0	**16**
12:15	51	0	0	0	**51**	17	0	0	0	**17**
12:30	18	0	0	0	**18**	8	0	0	0	**8**
12:45	24	1	0	0	**25**	9	0	0	0	**9**
13:00	16	0	0	0	**16**	12	0	0	0	**12**
13:15	11	0	0	0	**11**	5	0	0	0	**5**
13:30	13	1	0	0	**14**	7	0	0	0	**7**
13:45	15	0	0	0	**15**	8	0	0	0	**8**
14:00	14	0	0	0	**14**	13	0	0	0	**13**
14:15	14	1	0	0	**15**	4	0	1	0	**5**
14:30	9	0	0	0	**9**	32	0	0	0	**32**
14:45	11	0	0	0	**11**	10	0	0	0	**10**
15:00	15	0	0	0	**15**	17	0	0	0	**17**
15:15	11	0	0	0	**11**	9	0	0	0	**9**
15:30	3	0	0	0	**3**	9	0	0	0	**9**
15:45	10	0	0	0	**10**	12	0	0	0	**12**
16:00	3	0	1	0	**4**	15	0	0	0	**15**
16:15	20	0	0	0	**20**	16	0	0	0	**16**
16:30	20	0	0	0	**20**	105	0	0	0	**105**
16:45	30	0	1	0	**31**	28	0	0	0	**28**
17:00	5	0	0	0	**5**	12	0	0	0	**12**
17:15	5	0	0	0	**5**	5	0	0	0	**5**
17:30	29	0	0	0	**29**	32	0	0	0	**32**
17:45	52	0	0	0	**52**	16	0	0	0	**16**
18:00	15	0	0	0	**15**	37	0	0	0	**37**
18:15	13	0	0	0	**13**	10	0	0	0	**10**
18:30	0	0	0	0	**0**	5	0	0	0	**5**
18:45	2	0	0	0	**2**	5	0	0	0	**5**
19:00	2	0	0	0	**2**	2	0	0	0	**2**
19:15	1	0	0	0	**1**	0	0	0	0	**0**
19:30	3	0	0	0	**3**	6	0	0	0	**6**
19:45	2	0	0	0	**2**	0	0	0	0	**0**
20:00	3	0	0	0	**3**	1	0	0	0	**1**
20:15	6	0	0	0	**6**	2	1	0	0	**3**
20:30	5	0	0	0	**5**	7	0	0	0	**7**
20:45	8	0	0	0	**8**	3	0	0	0	**3**
21:00	7	0	0	0	**7**	3	0	0	0	**3**
21:15	10	1	0	0	**11**	3	0	0	0	**3**
21:30	3	0	0	0	**3**	1	0	0	0	**1**
21:45	1	0	0	0	**1**	0	0	0	0	**0**
22:00	2	0	0	0	**2**	2	0	0	0	**2**
22:15	1	0	0	0	**1**	2	2	0	1	**5**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
EAST DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	6	0	0	0	**6**	1	2	0	0	**3**
22:45	16	0	0	0	**16**	3	0	1	0	**4**
23:00	22	0	0	0	**22**	55	0	0	0	**55**
23:15	46	0	0	0	**46**	32	2	0	0	**34**
23:30	14	0	0	0	**14**	9	0	0	0	**9**
23:45	2	0	0	0	**2**	7	0	0	0	**7**
	1053	**12**	**3**	**0**	**1068**	**1133**	**27**	**7**	**1**	**1168**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	4	0	0	1	**5**	10	0	1	0	**11**
0:15	4	0	0	1	**5**	8	1	2	0	**11**
0:30	0	2	0	3	**5**	9	0	0	1	**10**
0:45	3	0	0	1	**4**	7	1	0	0	**8**
1:00	3	2	2	2	**9**	9	0	2	2	**13**
1:15	1	0	0	0	**1**	7	0	0	1	**8**
1:30	2	1	0	2	**5**	11	0	0	0	**11**
1:45	2	1	0	1	**4**	7	0	1	0	**8**
2:00	1	0	0	1	**2**	6	0	1	0	**7**
2:15	1	1	1	1	**4**	13	5	1	2	**21**
2:30	2	0	1	2	**5**	33	1	0	2	**36**
2:45	4	1	0	2	**7**	46	1	1	1	**49**
3:00	4	1	0	0	**5**	22	3	0	1	**26**
3:15	3	0	0	2	**5**	3	3	0	2	**8**
3:30	4	0	0	1	**5**	35	3	1	1	**40**
3:45	2	1	0	2	**5**	13	2	0	0	**15**
4:00	1	0	0	0	**1**	23	1	0	0	**24**
4:15	11	0	1	0	**12**	27	0	0	2	**29**
4:30	13	0	0	0	**13**	128	0	1	0	**129**
4:45	19	0	0	2	**21**	38	0	0	0	**38**
5:00	30	0	0	0	**30**	157	0	0	1	**158**
5:15	24	1	0	0	**25**	46	2	0	0	**48**
5:30	28	0	0	1	**29**	16	0	0	0	**16**
5:45	57	0	0	1	**58**	22	0	0	0	**22**
6:00	34	0	0	1	**35**	13	0	0	0	**13**
6:15	43	0	0	0	**43**	14	1	0	1	**16**
6:30	121	0	1	2	**124**	26	2	0	0	**28**
6:45	281	0	0	4	**285**	29	0	0	0	**29**
7:00	161	2	0	1	**164**	29	0	1	0	**30**
7:15	185	0	0	4	**189**	27	0	1	3	**31**
7:30	49	0	1	1	**51**	16	0	1	0	**17**
7:45	12	0	1	1	**14**	12	1	0	4	**17**
8:00	8	0	1	2	**11**	4	0	0	1	**5**
8:15	23	0	0	3	**26**	5	1	1	1	**8**
8:30	25	0	1	1	**27**	7	1	0	2	**10**
8:45	27	1	0	0	**28**	10	1	2	3	**16**
9:00	6	1	0	1	**8**	5	0	1	2	**8**
9:15	13	2	1	2	**18**	6	0	1	2	**9**
9:30	20	0	5	2	**27**	15	1	5	1	**22**
9:45	17	2	2	2	**23**	7	4	1	0	**12**
10:00	19	2	2	3	**26**	24	1	1	1	**27**
10:15	17	1	0	2	**20**	8	5	1	2	**16**
10:30	23	3	0	5	**31**	11	1	2	2	**16**
10:45	19	0	3	6	**28**	40	2	3	3	**48**
11:00	11	2	2	2	**17**	31	2	2	2	**37**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	30	0	0	2	**32**	116	2	1	6	**125**
11:30	20	0	0	4	**24**	62	0	2	5	**69**
11:45	29	1	1	4	**35**	25	1	0	3	**29**
12:00	40	0	0	2	**42**	60	1	0	1	**62**
12:15	70	2	0	1	**73**	28	1	0	5	**34**
12:30	26	2	0	3	**31**	14	1	1	6	**22**
12:45	26	4	0	2	**32**	10	0	0	2	**12**
13:00	18	1	1	3	**23**	20	0	0	4	**24**
13:15	14	2	1	0	**17**	7	0	1	2	**10**
13:30	14	3	1	2	**20**	12	1	0	1	**14**
13:45	18	0	1	1	**20**	18	0	1	3	**22**
14:00	20	0	0	2	**22**	28	1	1	4	**34**
14:15	23	3	1	3	**30**	12	4	3	3	**22**
14:30	12	0	1	1	**14**	58	2	0	1	**61**
14:45	11	2	2	2	**17**	31	2	0	1	**34**
15:00	17	1	0	5	**23**	33	1	0	1	**35**
15:15	18	0	1	2	**21**	19	0	0	2	**21**
15:30	5	0	1	1	**7**	28	0	0	1	**29**
15:45	10	0	0	1	**11**	21	1	0	3	**25**
16:00	3	0	1	0	**4**	37	1	3	1	**42**
16:15	20	1	0	3	**24**	28	0	0	0	**28**
16:30	23	0	0	0	**23**	161	0	0	2	**163**
16:45	42	0	2	2	**46**	45	1	1	0	**47**
17:00	21	0	2	0	**23**	26	0	0	2	**28**
17:15	69	0	1	3	**73**	40	0	0	3	**43**
17:30	126	0	0	2	**128**	148	1	0	4	**153**
17:45	239	0	0	1	**240**	59	1	0	2	**62**
18:00	127	0	0	1	**128**	187	0	1	3	**191**
18:15	150	0	0	3	**153**	80	2	0	0	**82**
18:30	29	2	1	1	**33**	49	0	0	2	**51**
18:45	12	0	2	0	**14**	14	0	1	1	**16**
19:00	3	1	0	2	**6**	6	0	0	2	**8**
19:15	1	0	0	2	**3**	2	0	0	0	**2**
19:30	3	0	0	2	**5**	11	1	0	5	**17**
19:45	2	0	2	1	**5**	2	0	1	1	**4**
20:00	3	0	1	0	**4**	1	0	2	0	**3**
20:15	6	0	0	0	**6**	7	1	0	0	**8**
20:30	5	1	1	3	**10**	7	0	0	1	**8**
20:45	9	0	1	2	**12**	4	1	0	2	**7**
21:00	8	1	0	2	**11**	9	0	0	1	**10**
21:15	14	2	1	1	**18**	4	0	2	2	**8**
21:30	3	0	0	0	**3**	4	1	1	3	**9**
21:45	3	0	1	0	**4**	15	0	0	0	**15**
22:00	8	0	1	1	**10**	14	0	0	0	**14**
22:15	8	0	0	1	**9**	17	2	1	2	**22**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
TOTAL DRIVEWAYS
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	15	0	0	0	**15**	8	3	0	4	**15**
22:45	25	0	2	2	**29**	10	1	2	1	**14**
23:00	27	0	0	0	**27**	60	0	0	2	**62**
23:15	51	0	1	1	**53**	51	2	1	7	**61**
23:30	32	0	0	3	**35**	17	0	2	3	**22**
23:45	2	0	0	2	**4**	11	0	1	0	**12**
	2847	**56**	**56**	**153**	**3112**	**2771**	**82**	**63**	**156**	**3072**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
WEST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	1	**1**	0	0	0	0	**0**
0:15	0	1	1	2	**4**	0	0	3	1	**4**
0:30	0	1	0	2	**3**	0	0	1	0	**1**
0:45	0	2	1	0	**3**	0	0	1	0	**1**
1:00	0	0	0	0	**0**	0	0	0	1	**1**
1:15	0	0	0	2	**2**	0	0	0	0	**0**
1:30	0	0	0	1	**1**	1	0	0	0	**1**
1:45	0	0	0	0	**0**	0	0	0	1	**1**
2:00	0	0	0	3	**3**	0	1	1	1	**3**
2:15	0	0	0	1	**1**	1	3	0	2	**6**
2:30	0	0	1	1	**2**	1	0	1	1	**3**
2:45	0	0	0	2	**2**	2	0	0	1	**3**
3:00	0	0	0	1	**1**	1	0	1	0	**2**
3:15	0	1	0	2	**3**	0	0	0	1	**1**
3:30	1	0	0	1	**2**	2	0	0	0	**2**
3:45	0	0	1	0	**1**	2	0	2	0	**4**
4:00	0	0	1	1	**2**	0	0	0	0	**0**
4:15	1	0	0	0	**1**	2	0	1	1	**4**
4:30	0	0	0	0	**0**	0	0	1	0	**1**
4:45	1	0	0	1	**2**	2	0	0	1	**3**
5:00	3	0	1	2	**6**	2	0	0	0	**2**
5:15	0	0	0	0	**0**	1	0	1	0	**2**
5:30	0	0	0	1	**1**	0	0	0	1	**1**
5:45	0	0	1	0	**1**	0	0	0	1	**1**
6:00	0	0	1	3	**4**	0	0	2	2	**4**
6:15	0	0	1	1	**2**	0	0	1	0	**1**
6:30	0	0	0	2	**2**	0	0	0	0	**0**
6:45	0	1	0	3	**4**	0	1	0	2	**3**
7:00	0	0	0	4	**4**	0	0	2	0	**2**
7:15	0	0	1	3	**4**	0	0	0	0	**0**
7:30	0	0	1	2	**3**	0	0	1	1	**2**
7:45	2	1	6	10	**19**	0	0	5	6	**11**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	2	2	1	1	**6**	1	1	0	1	**3**
9:00	2	1	2	3	**8**	2	0	2	3	**7**
9:15	3	0	4	5	**12**	0	0	2	2	**4**
9:30	0	0	0	0	**0**	3	0	1	1	**5**
9:45	0	0	3	2	**5**	0	0	1	0	**1**
10:00	3	1	1	5	**10**	3	1	2	4	**10**
10:15	1	0	0	2	**3**	0	1	1	0	**2**
10:30	0	2	0	2	**4**	1	0	0	4	**5**
10:45	2	0	0	3	**5**	0	2	0	3	**5**
11:00	1	0	0	1	**2**	0	0	2	4	**6**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
WEST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	1	2	5	**8**	1	1	1	4	**7**
11:30	0	1	2	2	**5**	0	0	0	1	**1**
11:45	1	0	0	4	**5**	1	0	0	3	**4**
12:00	0	1	0	3	**4**	1	0	2	3	**6**
12:15	1	0	3	4	**8**	0	0	1	6	**7**
12:30	0	3	1	1	**5**	1	3	0	1	**5**
12:45	0	3	4	0	**7**	0	1	0	5	**6**
13:00	1	0	1	3	**5**	1	0	3	4	**8**
13:15	2	1	1	3	**7**	2	0	1	3	**6**
13:30	4	1	4	0	**9**	0	1	1	4	**6**
13:45	0	0	0	2	**2**	3	1	2	1	**7**
14:00	0	1	3	2	**6**	0	0	1	3	**4**
14:15	0	0	0	2	**2**	0	5	1	5	**11**
14:30	0	2	0	4	**6**	0	2	1	4	**7**
14:45	3	1	1	2	**7**	2	0	1	2	**5**
15:00	1	0	0	4	**5**	5	1	1	3	**10**
15:15	3	0	1	3	**7**	3	0	1	3	**7**
15:30	1	0	0	4	**5**	1	1	2	0	**4**
15:45	0	0	1	2	**3**	1	3	0	3	**7**
16:00	1	0	0	1	**2**	1	0	3	2	**6**
16:15	0	1	2	1	**4**	1	1	1	0	**3**
16:30	1	0	0	0	**1**	0	0	1	0	**1**
16:45	2	0	0	3	**5**	3	0	0	2	**5**
17:00	0	0	0	1	**1**	1	0	0	2	**3**
17:15	1	0	1	0	**2**	0	0	0	3	**3**
17:30	0	0	1	1	**2**	1	0	0	2	**3**
17:45	1	0	1	0	**2**	1	0	1	2	**4**
18:00	0	0	0	1	**1**	1	0	0	1	**2**
18:15	0	0	0	1	**1**	0	0	1	3	**4**
18:30	0	0	0	1	**1**	0	0	0	5	**5**
18:45	0	0	0	6	**6**	0	0	0	2	**2**
19:00	0	0	1	1	**2**	0	0	2	1	**3**
19:15	0	0	1	1	**2**	0	0	1	1	**2**
19:30	0	0	1	1	**2**	0	1	1	1	**3**
19:45	0	0	1	5	**6**	0	0	1	0	**1**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	2	1	**3**	0	0	1	0	**1**
20:30	1	1	0	1	**3**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	3	**3**
21:00	2	1	1	0	**4**	0	0	0	2	**2**
21:15	2	0	1	2	**5**	0	0	0	0	**0**
21:30	1	0	2	0	**3**	0	1	0	4	**5**
21:45	1	0	0	1	**2**	0	0	0	1	**1**
22:00	0	1	1	1	**3**	0	0	1	1	**2**
22:15	0	0	1	1	**2**	0	0	0	0	**0**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
WEST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	1	1	**2**	0	1	1	4	**6**
22:45	0	0	1	0	**1**	0	0	0	3	**3**
23:00	0	0	0	1	**1**	2	0	0	3	**5**
23:15	0	0	0	0	**0**	2	0	0	7	**9**
23:30	0	0	0	0	**0**	0	0	0	2	**2**
23:45	0	0	0	3	**3**	2	0	1	1	**4**
	52	**32**	**71**	**162**	**317**	**64**	**33**	**70**	**162**	**329**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE WEST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	1	0	0	0	**1**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	2	0	0	0	**2**
2:00	0	0	0	0	**0**	4	0	0	0	**4**
2:15	0	0	0	0	**0**	6	0	0	0	**6**
2:30	0	0	0	0	**0**	0	0	0	0	**0**
2:45	0	0	0	0	**0**	1	0	0	0	**1**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	2	0	0	0	**2**
4:15	4	0	1	0	**5**	1	0	0	0	**1**
4:30	6	0	0	0	**6**	15	0	0	0	**15**
4:45	2	0	0	0	**2**	15	0	0	0	**15**
5:00	6	0	0	0	**6**	35	0	0	0	**35**
5:15	4	0	0	0	**4**	19	0	0	0	**19**
5:30	13	0	0	0	**13**	9	0	0	0	**9**
5:45	22	0	0	0	**22**	4	0	0	0	**4**
6:00	12	0	0	0	**12**	3	0	0	0	**3**
6:15	4	0	0	0	**4**	3	0	0	0	**3**
6:30	26	0	0	0	**26**	5	0	0	0	**5**
6:45	51	0	0	0	**51**	7	0	0	0	**7**
7:00	84	0	0	0	**84**	7	0	0	0	**7**
7:15	46	0	0	0	**46**	4	0	0	0	**4**
7:30	39	0	0	0	**39**	4	0	0	0	**4**
7:45	5	0	0	0	**5**	0	0	0	0	**0**
8:00	4	0	0	0	**4**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	1	0	**1**
8:30	0	0	0	0	**0**	0	0	1	0	**1**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	1	0	**1**
9:30	0	0	0	0	**0**	0	0	3	0	**3**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	1	0	1	0	**2**
10:15	0	0	0	0	**0**	1	0	0	0	**1**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	2	0	0	0	**2**
11:00	4	0	0	0	**4**	2	1	0	0	**3**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE WEST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	0	0	0	**1**	12	0	0	0	**12**
11:30	3	0	0	0	**3**	10	0	0	0	**10**
11:45	7	0	0	0	**7**	9	0	0	0	**9**
12:00	2	0	0	0	**2**	7	0	0	0	**7**
12:15	5	0	0	0	**5**	3	0	0	0	**3**
12:30	6	0	0	0	**6**	4	0	0	0	**4**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	1	0	0	0	**1**
13:15	0	0	0	0	**0**	1	0	0	0	**1**
13:30	0	0	0	0	**0**	1	0	0	0	**1**
13:45	0	0	0	0	**0**	3	0	0	0	**3**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	3	0	0	0	**3**
14:45	0	0	0	0	**0**	3	0	0	0	**3**
15:00	0	0	0	0	**0**	11	0	0	0	**11**
15:15	0	0	0	0	**0**	3	0	0	0	**3**
15:30	0	0	0	0	**0**	6	0	0	0	**6**
15:45	0	0	0	0	**0**	2	0	0	0	**2**
16:00	0	0	0	0	**0**	0	0	0	0	**0**
16:15	0	0	0	0	**0**	0	0	1	0	**1**
16:30	0	0	0	0	**0**	7	0	0	0	**7**
16:45	4	0	0	0	**4**	2	0	0	0	**2**
17:00	9	0	0	0	**9**	3	0	0	0	**3**
17:15	19	0	0	0	**19**	14	0	1	0	**15**
17:30	33	0	0	0	**33**	32	0	0	0	**32**
17:45	65	0	0	0	**65**	25	0	0	0	**25**
18:00	34	0	0	0	**34**	53	0	0	0	**53**
18:15	42	0	0	0	**42**	21	0	0	0	**21**
18:30	11	0	0	0	**11**	12	0	0	0	**12**
18:45	0	0	1	0	**1**	5	0	0	0	**5**
19:00	0	0	0	0	**0**	1	0	1	0	**2**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	1	**1**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	1	0	0	**1**
21:30	0	0	0	0	**0**	0	0	0	1	**1**
21:45	0	0	0	0	**0**	0	0	0	1	**1**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	0	0	0	0	**0**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE WEST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	4	**4**	0	0	0	0	**0**
22:45	0	0	0	1	**1**	0	0	0	4	**4**
23:00	0	0	0	2	**2**	0	0	0	4	**4**
23:15	0	0	0	4	**4**	0	0	0	12	**12**
23:30	0	0	0	6	**6**	0	0	0	1	**1**
23:45	0	0	0	2	**2**	0	0	0	1	**1**
	573	**0**	**2**	**19**	**594**	**407**	**2**	**10**	**25**	**444**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE EAST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	5	0	0	0	**5**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	1	0	0	0	**1**
0:45	0	0	0	0	**0**	6	0	0	0	**6**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	2	0	0	0	**2**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	11	0	0	0	**11**
2:15	1	0	0	0	**1**	10	0	0	0	**10**
2:30	0	0	0	0	**0**	8	0	0	0	**8**
2:45	0	0	0	0	**0**	3	0	0	0	**3**
3:00	0	0	0	0	**0**	1	0	0	0	**1**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	3	0	0	0	**3**
3:45	0	0	0	0	**0**	7	0	0	0	**7**
4:00	2	0	0	0	**2**	5	0	0	0	**5**
4:15	4	0	0	0	**4**	2	0	0	0	**2**
4:30	8	0	0	0	**8**	90	0	0	0	**90**
4:45	16	0	0	0	**16**	41	0	0	0	**41**
5:00	11	0	0	0	**11**	84	0	0	0	**84**
5:15	8	0	0	0	**8**	51	2	0	0	**53**
5:30	14	0	0	0	**14**	19	0	0	0	**19**
5:45	23	0	0	0	**23**	14	0	0	0	**14**
6:00	28	0	0	0	**28**	13	0	0	0	**13**
6:15	19	0	0	0	**19**	5	0	0	0	**5**
6:30	52	1	0	0	**53**	19	2	0	0	**21**
6:45	112	0	0	0	**112**	16	0	0	0	**16**
7:00	140	0	0	0	**140**	26	0	0	0	**26**
7:15	87	0	0	0	**87**	16	0	0	0	**16**
7:30	58	0	0	0	**58**	10	0	0	0	**10**
7:45	6	0	0	0	**6**	6	0	0	0	**6**
8:00	3	0	0	0	**3**	1	0	0	0	**1**
8:15	1	0	0	0	**1**	4	0	0	0	**4**
8:30	0	0	0	0	**0**	1	0	0	0	**1**
8:45	0	0	0	0	**0**	1	0	0	0	**1**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	2	0	0	0	**2**
9:30	0	0	0	0	**0**	1	0	0	0	**1**
9:45	0	0	0	0	**0**	4	0	0	0	**4**
10:00	1	0	0	0	**1**	1	0	0	0	**1**
10:15	0	0	0	0	**0**	2	0	0	0	**2**
10:30	0	0	0	0	**0**	2	0	0	0	**2**
10:45	1	0	0	0	**1**	7	0	0	0	**7**
11:00	4	0	0	0	**4**	12	0	0	0	**12**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE EAST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	6	0	0	0	**6**	46	0	0	0	**46**
11:30	6	0	0	0	**6**	33	0	0	0	**33**
11:45	4	0	0	0	**4**	18	0	0	0	**18**
12:00	16	0	0	0	**16**	23	0	0	0	**23**
12:15	16	0	0	0	**16**	16	0	0	0	**16**
12:30	6	0	0	0	**6**	14	0	0	0	**14**
12:45	1	0	0	0	**1**	9	0	0	0	**9**
13:00	0	0	0	0	**0**	4	0	0	0	**4**
13:15	1	0	0	0	**1**	4	0	0	0	**4**
13:30	0	0	0	0	**0**	4	0	0	0	**4**
13:45	0	0	0	0	**0**	7	1	0	0	**8**
14:00	0	0	0	0	**0**	7	0	0	0	**7**
14:15	0	0	0	0	**0**	3	0	0	0	**3**
14:30	1	0	0	0	**1**	15	0	0	0	**15**
14:45	0	0	0	0	**0**	15	0	0	0	**15**
15:00	0	0	0	0	**0**	7	0	0	0	**7**
15:15	0	0	0	0	**0**	3	0	0	0	**3**
15:30	0	0	0	0	**0**	6	0	0	0	**6**
15:45	0	0	0	0	**0**	3	0	0	0	**3**
16:00	0	0	0	0	**0**	11	0	0	0	**11**
16:15	0	0	0	0	**0**	8	0	0	0	**8**
16:30	0	0	0	0	**0**	39	0	0	0	**39**
16:45	0	0	0	0	**0**	13	0	0	0	**13**
17:00	30	0	0	0	**30**	16	0	0	0	**16**
17:15	41	0	0	0	**41**	14	0	0	0	**14**
17:30	87	0	0	0	**87**	61	0	0	0	**61**
17:45	137	0	0	0	**137**	43	0	0	0	**43**
18:00	99	0	0	0	**99**	77	0	0	0	**77**
18:15	97	0	0	0	**97**	49	0	0	0	**49**
18:30	32	0	0	0	**32**	20	1	0	0	**21**
18:45	10	0	0	0	**10**	13	0	0	0	**13**
19:00	3	0	0	0	**3**	10	0	0	0	**10**
19:15	0	0	0	0	**0**	3	0	0	0	**3**
19:30	0	0	0	0	**0**	2	0	0	0	**2**
19:45	0	0	0	0	**0**	1	0	0	0	**1**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	2	0	0	0	**2**
20:30	0	0	0	0	**0**	1	0	0	0	**1**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	1	0	0	0	**1**
21:30	0	0	0	0	**0**	1	0	0	0	**1**
21:45	0	0	0	0	**0**	5	0	0	0	**5**
22:00	0	0	0	0	**0**	8	0	0	0	**8**
22:15	4	0	0	0	**4**	21	0	0	0	**21**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE EAST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	5	0	0	0	**5**	18	0	0	0	**18**
22:45	9	0	0	0	**9**	20	0	0	0	**20**
23:00	4	0	0	0	**4**	20	0	0	0	**20**
23:15	8	0	0	0	**8**	24	0	0	0	**24**
23:30	10	0	0	0	**10**	7	0	0	0	**7**
23:45	3	0	0	0	**3**	6	0	0	0	**6**
	1235	**1**	**0**	**0**	**1236**	**1263**	**6**	**0**	**0**	**1269**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
EAST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	0	**1**	5	0	0	0	**5**
0:15	1	1	0	0	**2**	1	1	0	0	**2**
0:30	2	0	0	0	**2**	1	0	0	0	**1**
0:45	1	0	0	0	**1**	1	0	0	0	**1**
1:00	2	0	0	0	**2**	3	1	0	0	**4**
1:15	7	0	0	0	**7**	2	0	0	0	**2**
1:30	3	0	0	0	**3**	5	0	0	0	**5**
1:45	2	0	0	0	**2**	2	0	0	0	**2**
2:00	1	1	0	0	**2**	12	0	0	0	**12**
2:15	1	0	0	0	**1**	11	0	0	0	**11**
2:30	4	0	0	0	**4**	11	0	0	0	**11**
2:45	6	0	0	0	**6**	6	0	0	0	**6**
3:00	3	0	0	0	**3**	43	0	0	0	**43**
3:15	3	1	0	0	**4**	3	0	0	0	**3**
3:30	1	0	0	0	**1**	36	0	0	0	**36**
3:45	4	0	0	0	**4**	29	1	0	0	**30**
4:00	2	0	0	0	**2**	10	0	0	0	**10**
4:15	3	0	0	0	**3**	4	0	0	0	**4**
4:30	0	0	0	0	**0**	6	0	0	0	**6**
4:45	0	0	0	0	**0**	7	0	1	0	**8**
5:00	1	0	0	0	**1**	16	0	0	0	**16**
5:15	1	0	0	0	**1**	4	0	0	0	**4**
5:30	0	0	0	0	**0**	9	0	0	0	**9**
5:45	7	0	0	0	**7**	4	0	0	0	**4**
6:00	2	0	0	0	**2**	3	0	0	0	**3**
6:15	7	0	0	0	**7**	4	0	0	0	**4**
6:30	34	0	0	0	**34**	5	0	0	0	**5**
6:45	77	0	0	0	**77**	7	0	0	0	**7**
7:00	27	0	0	0	**27**	9	0	0	0	**9**
7:15	4	0	0	0	**4**	7	0	0	0	**7**
7:30	0	0	0	0	**0**	6	0	0	0	**6**
7:45	1	0	0	0	**1**	1	0	0	0	**1**
8:00	11	0	0	0	**11**	3	0	0	0	**3**
8:15	24	1	0	0	**25**	3	1	0	0	**4**
8:30	11	0	1	0	**12**	6	0	0	0	**6**
8:45	17	0	0	0	**17**	1	0	0	0	**1**
9:00	9	0	1	0	**10**	2	0	0	0	**2**
9:15	14	0	0	0	**14**	1	0	0	0	**1**
9:30	21	0	0	0	**21**	3	2	0	0	**5**
9:45	13	0	0	0	**13**	6	0	0	0	**6**
10:00	12	0	0	0	**12**	13	0	0	0	**13**
10:15	8	0	0	0	**8**	7	0	0	0	**7**
10:30	11	0	0	0	**11**	7	0	1	0	**8**
10:45	9	0	0	0	**9**	45	0	0	0	**45**
11:00	7	0	0	0	**7**	68	1	0	0	**69**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
EAST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	5	0	0	0	**5**	14	0	0	0	**14**
11:30	10	0	0	0	**10**	12	0	0	0	**12**
11:45	8	0	0	0	**8**	7	0	1	0	**8**
12:00	30	0	0	0	**30**	15	0	0	0	**15**
12:15	35	0	0	0	**35**	24	1	0	0	**25**
12:30	8	0	0	0	**8**	3	0	0	0	**3**
12:45	10	0	0	0	**10**	7	0	0	0	**7**
13:00	13	0	0	0	**13**	3	0	0	0	**3**
13:15	32	0	0	0	**32**	5	0	0	0	**5**
13:30	9	0	0	0	**9**	3	1	0	0	**4**
13:45	8	0	0	0	**8**	5	0	0	0	**5**
14:00	11	0	0	0	**11**	5	0	0	0	**5**
14:15	11	0	0	0	**11**	13	1	0	0	**14**
14:30	11	0	1	0	**12**	51	0	0	0	**51**
14:45	12	0	0	0	**12**	15	0	0	0	**15**
15:00	12	0	0	0	**12**	27	0	0	0	**27**
15:15	18	0	0	0	**18**	5	0	0	0	**5**
15:30	15	1	1	0	**17**	31	0	0	0	**31**
15:45	11	0	0	0	**11**	9	1	0	0	**10**
16:00	15	0	1	0	**16**	6	0	0	0	**6**
16:15	26	0	1	0	**27**	8	0	0	0	**8**
16:30	37	0	0	0	**37**	42	0	0	0	**42**
16:45	37	0	0	0	**37**	13	0	0	0	**13**
17:00	6	0	0	0	**6**	7	0	0	0	**7**
17:15	16	0	0	0	**16**	8	0	0	0	**8**
17:30	39	0	0	0	**39**	91	0	0	0	**91**
17:45	57	0	0	0	**57**	38	0	0	0	**38**
18:00	24	0	0	0	**24**	48	0	0	0	**48**
18:15	7	0	0	0	**7**	7	0	0	0	**7**
18:30	1	0	0	0	**1**	11	0	0	0	**11**
18:45	0	0	0	0	**0**	6	0	0	0	**6**
19:00	3	0	0	0	**3**	10	0	0	0	**10**
19:15	4	0	0	0	**4**	6	0	0	0	**6**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	5	0	0	0	**5**	5	0	0	0	**5**
20:00	9	0	0	0	**9**	4	0	0	0	**4**
20:15	2	0	0	0	**2**	2	0	0	0	**2**
20:30	6	0	0	0	**6**	5	0	0	0	**5**
20:45	9	0	0	0	**9**	3	0	0	0	**3**
21:00	13	0	0	0	**13**	4	0	0	0	**4**
21:15	11	0	0	0	**11**	5	0	0	0	**5**
21:30	14	0	0	0	**14**	3	0	0	0	**3**
21:45	12	0	0	0	**12**	7	0	0	0	**7**
22:00	0	0	0	0	**0**	13	0	0	0	**13**
22:15	2	0	0	0	**2**	7	0	0	0	**7**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
EAST DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	5	0	0	0	**5**	8	0	0	0	**8**
22:45	20	0	0	0	**20**	13	0	0	0	**13**
23:00	25	0	0	0	**25**	75	0	0	0	**75**
23:15	36	0	0	0	**36**	27	0	0	0	**27**
23:30	7	1	0	0	**8**	11	0	0	0	**11**
23:45	0	0	0	0	**0**	1	0	0	0	**1**
	1092	**6**	**6**	**0**	**1104**	**1186**	**11**	**3**	**0**	**1200**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
TOTAL DRIVEWAYS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	1	**2**	10	0	0	0	**10**
0:15	1	2	1	2	**6**	1	1	3	1	**6**
0:30	2	1	0	2	**5**	3	0	1	0	**4**
0:45	1	2	1	0	**4**	7	0	1	0	**8**
1:00	2	0	0	0	**2**	3	1	0	1	**5**
1:15	7	0	0	2	**9**	2	0	0	0	**2**
1:30	3	0	0	1	**4**	8	0	0	0	**8**
1:45	2	0	0	0	**2**	4	0	0	1	**5**
2:00	1	1	0	3	**5**	27	1	1	1	**30**
2:15	2	0	0	1	**3**	28	3	0	2	**33**
2:30	4	0	1	1	**6**	20	0	1	1	**22**
2:45	6	0	0	2	**8**	12	0	0	1	**13**
3:00	3	0	0	1	**4**	45	0	1	0	**46**
3:15	3	2	0	2	**7**	3	0	0	1	**4**
3:30	2	0	0	1	**3**	41	0	0	0	**41**
3:45	4	0	1	0	**5**	38	1	2	0	**41**
4:00	4	0	1	1	**6**	17	0	0	0	**17**
4:15	12	0	1	0	**13**	9	0	1	1	**11**
4:30	14	0	0	0	**14**	111	0	1	0	**112**
4:45	19	0	0	1	**20**	65	0	1	1	**67**
5:00	21	0	1	2	**24**	137	0	0	0	**137**
5:15	13	0	0	0	**13**	75	2	1	0	**78**
5:30	27	0	0	1	**28**	37	0	0	1	**38**
5:45	52	0	1	0	**53**	22	0	0	1	**23**
6:00	42	0	1	3	**46**	19	0	2	2	**23**
6:15	30	0	1	1	**32**	12	0	1	0	**13**
6:30	112	1	0	2	**115**	29	2	0	0	**31**
6:45	240	1	0	3	**244**	30	1	0	2	**33**
7:00	251	0	0	4	**255**	42	0	2	0	**44**
7:15	137	0	1	3	**141**	27	0	0	0	**27**
7:30	97	0	1	2	**100**	20	0	1	1	**22**
7:45	14	1	6	10	**31**	7	0	5	6	**18**
8:00	18	0	0	0	**18**	4	0	0	0	**4**
8:15	25	1	0	0	**26**	7	1	1	0	**9**
8:30	11	0	1	0	**12**	7	0	1	0	**8**
8:45	19	2	1	1	**23**	3	1	0	1	**5**
9:00	11	1	3	3	**18**	4	0	2	3	**9**
9:15	17	0	4	5	**26**	3	0	3	2	**8**
9:30	21	0	0	0	**21**	7	2	4	1	**14**
9:45	13	0	3	2	**18**	10	0	1	0	**11**
10:00	16	1	1	5	**23**	18	1	3	4	**26**
10:15	9	0	0	2	**11**	10	1	1	0	**12**
10:30	11	2	0	2	**15**	10	0	1	4	**15**
10:45	12	0	0	3	**15**	54	2	0	3	**59**
11:00	16	0	0	1	**17**	82	2	2	4	**90**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
TOTAL DRIVEWAYS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	12	1	2	5	**20**	73	1	1	4	**79**
11:30	19	1	2	2	**24**	55	0	0	1	**56**
11:45	20	0	0	4	**24**	35	0	1	3	**39**
12:00	48	1	0	3	**52**	46	0	2	3	**51**
12:15	57	0	3	4	**64**	43	1	1	6	**51**
12:30	20	3	1	1	**25**	22	3	0	1	**26**
12:45	11	3	4	0	**18**	16	1	0	5	**22**
13:00	14	0	1	3	**18**	9	0	3	4	**16**
13:15	35	1	1	3	**40**	12	0	1	3	**16**
13:30	13	1	4	0	**18**	8	2	1	4	**15**
13:45	8	0	0	2	**10**	18	2	2	1	**23**
14:00	11	1	3	2	**17**	12	0	1	3	**16**
14:15	11	0	0	2	**13**	16	6	1	5	**28**
14:30	12	2	1	4	**19**	69	2	1	4	**76**
14:45	15	1	1	2	**19**	35	0	1	2	**38**
15:00	13	0	0	4	**17**	50	1	1	3	**55**
15:15	21	0	1	3	**25**	14	0	1	3	**18**
15:30	16	1	1	4	**22**	44	1	2	0	**47**
15:45	11	0	1	2	**14**	15	4	0	3	**22**
16:00	16	0	1	1	**18**	18	0	3	2	**23**
16:15	26	1	3	1	**31**	17	1	2	0	**20**
16:30	38	0	0	0	**38**	88	0	1	0	**89**
16:45	43	0	0	3	**46**	31	0	0	2	**33**
17:00	45	0	0	1	**46**	27	0	0	2	**29**
17:15	77	0	1	0	**78**	36	0	1	3	**40**
17:30	159	0	1	1	**161**	185	0	0	2	**187**
17:45	260	0	1	0	**261**	107	0	1	2	**110**
18:00	157	0	0	1	**158**	179	0	0	1	**180**
18:15	146	0	0	1	**147**	77	0	1	3	**81**
18:30	44	0	0	1	**45**	43	1	0	5	**49**
18:45	10	0	1	6	**17**	24	0	0	2	**26**
19:00	6	0	1	1	**8**	21	0	3	1	**25**
19:15	4	0	1	1	**6**	9	0	1	1	**11**
19:30	0	0	1	1	**2**	2	1	1	1	**5**
19:45	5	0	1	5	**11**	6	0	1	0	**7**
20:00	9	0	0	0	**9**	4	0	0	0	**4**
20:15	2	0	2	1	**5**	4	0	1	0	**5**
20:30	7	1	0	1	**9**	6	0	0	1	**7**
20:45	9	0	0	0	**9**	3	0	0	3	**6**
21:00	15	1	1	0	**17**	4	0	0	2	**6**
21:15	13	0	1	2	**16**	6	1	0	0	**7**
21:30	15	0	2	0	**17**	4	1	0	5	**10**
21:45	13	0	0	1	**14**	12	0	0	2	**14**
22:00	0	1	1	1	**3**	21	0	1	1	**23**
22:15	6	0	1	1	**8**	28	0	0	0	**28**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
TOTAL DRIVEWAYS
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	10	0	1	5	**16**	26	1	1	4	**32**
22:45	29	0	1	1	**31**	33	0	0	7	**40**
23:00	29	0	0	3	**32**	97	0	0	7	**104**
23:15	44	0	0	4	**48**	53	0	0	19	**72**
23:30	17	1	0	6	**24**	18	0	0	3	**21**
23:45	3	0	0	5	**8**	9	0	1	2	**12**
	2952	**39**	**79**	**181**	**3251**	**2920**	**52**	**83**	**187**	**3242**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
WEST DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	0	**1**	0	0	1	0	**1**
0:15	0	0	0	2	**2**	0	0	1	1	**2**
0:30	0	0	0	2	**2**	0	0	0	1	**1**
0:45	1	5	0	7	**13**	0	0	0	1	**1**
1:00	0	1	3	0	**4**	1	0	0	0	**1**
1:15	0	2	0	2	**4**	2	1	3	1	**7**
1:30	1	0	0	1	**2**	1	0	1	0	**2**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	1	1	**2**	1	0	1	0	**2**
2:15	1	0	1	1	**3**	1	4	0	5	**10**
2:30	0	1	0	1	**2**	0	0	0	1	**1**
2:45	0	0	0	1	**1**	2	0	0	1	**3**
3:00	1	0	0	1	**2**	1	0	0	0	**1**
3:15	0	1	0	1	**2**	2	0	0	1	**3**
3:30	0	0	0	2	**2**	0	0	0	2	**2**
3:45	0	0	0	1	**1**	0	0	0	1	**1**
4:00	0	0	0	1	**1**	0	0	1	1	**2**
4:15	1	0	0	0	**1**	4	2	0	0	**6**
4:30	1	0	0	1	**2**	0	0	1	0	**1**
4:45	2	0	0	0	**2**	2	0	1	1	**4**
5:00	1	0	0	0	**1**	1	0	0	0	**1**
5:15	0	0	0	4	**4**	0	0	0	0	**0**
5:30	1	0	0	0	**1**	0	0	0	0	**0**
5:45	0	0	0	0	**0**	1	0	0	0	**1**
6:00	0	0	0	3	**3**	0	0	0	0	**0**
6:15	0	0	0	1	**1**	0	0	0	0	**0**
6:30	0	1	0	4	**5**	1	0	1	3	**5**
6:45	0	0	0	0	**0**	0	0	0	0	**0**
7:00	1	0	0	3	**4**	2	1	0	1	**4**
7:15	0	0	0	2	**2**	0	0	1	4	**5**
7:30	0	0	0	2	**2**	0	0	2	5	**7**
7:45	0	0	1	1	**2**	0	0	1	0	**1**
8:00	2	1	0	2	**5**	1	0	0	1	**2**
8:15	2	0	1	4	**7**	1	0	0	1	**2**
8:30	2	0	0	1	**3**	2	0	0	2	**4**
8:45	3	0	1	1	**5**	5	1	0	1	**7**
9:00	5	1	2	4	**12**	4	0	0	5	**9**
9:15	1	0	0	0	**1**	0	1	0	1	**2**
9:30	5	1	2	4	**12**	5	0	1	1	**7**
9:45	7	0	2	3	**12**	7	0	1	1	**9**
10:00	1	1	2	5	**9**	2	1	2	3	**8**
10:15	4	2	0	3	**9**	1	0	2	2	**5**
10:30	9	3	3	2	**17**	7	6	1	5	**19**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	0	1	1	**2**	1	1	0	3	**5**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
WEST DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	1	0	1	2	**4**	0	0	0	4	**4**
11:30	0	1	1	1	**3**	1	0	0	1	**2**
11:45	1	2	0	4	**7**	1	1	2	2	**6**
12:00	0	0	3	1	**4**	1	2	0	2	**5**
12:15	0	0	0	6	**6**	0	0	2	4	**6**
12:30	1	1	0	0	**2**	0	0	1	4	**5**
12:45	0	4	1	1	**6**	1	1	1	1	**4**
13:00	1	1	1	0	**3**	1	0	0	2	**3**
13:15	3	2	1	1	**7**	1	1	1	1	**4**
13:30	1	0	1	5	**7**	1	0	1	3	**5**
13:45	1	1	3	2	**7**	1	0	1	0	**2**
14:00	1	1	1	1	**4**	1	1	4	3	**9**
14:15	0	0	0	0	**0**	1	7	4	4	**16**
14:30	4	2	2	2	**10**	4	1	0	0	**5**
14:45	0	2	1	4	**7**	0	1	1	1	**3**
15:00	6	1	0	3	**10**	6	3	2	4	**15**
15:15	1	0	0	0	**1**	0	0	0	0	**0**
15:30	1	0	0	0	**1**	2	1	0	2	**5**
15:45	0	0	1	1	**2**	1	0	0	3	**4**
16:00	0	0	1	1	**2**	0	0	1	0	**1**
16:15	0	0	1	2	**3**	3	0	2	0	**5**
16:30	2	0	0	0	**2**	0	0	0	1	**1**
16:45	3	0	0	3	**6**	4	0	0	5	**9**
17:00	0	0	0	3	**3**	1	0	0	0	**1**
17:15	0	0	0	5	**5**	0	0	1	5	**6**
17:30	0	0	0	1	**1**	0	0	0	3	**3**
17:45	1	0	0	4	**5**	0	0	0	0	**0**
18:00	0	0	0	2	**2**	0	0	0	2	**2**
18:15	0	0	1	0	**1**	0	1	0	4	**5**
18:30	0	0	2	0	**2**	0	0	0	1	**1**
18:45	1	0	1	0	**2**	0	0	0	1	**1**
19:00	0	0	0	3	**3**	1	0	1	2	**4**
19:15	1	0	1	3	**5**	0	0	0	3	**3**
19:30	0	0	2	0	**2**	0	0	0	2	**2**
19:45	0	0	1	1	**2**	0	0	0	0	**0**
20:00	0	0	0	1	**1**	0	0	0	2	**2**
20:15	0	1	0	1	**2**	0	0	1	2	**3**
20:30	0	0	2	3	**5**	0	0	1	2	**3**
20:45	0	0	1	2	**3**	0	0	2	3	**5**
21:00	4	1	1	3	**9**	1	0	0	0	**1**
21:15	5	0	1	2	**8**	1	1	2	3	**7**
21:30	3	0	0	2	**5**	0	0	0	0	**0**
21:45	2	0	2	0	**4**	0	0	1	1	**2**
22:00	0	0	1	1	**2**	0	0	0	3	**3**
22:15	0	0	1	0	**1**	0	1	0	2	**3**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
WEST DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	1	0	**1**	0	0	0	3	**3**
22:45	0	0	0	0	**0**	2	0	0	1	**3**
23:00	0	0	0	1	**1**	0	2	0	3	**5**
23:15	1	0	0	0	**1**	0	0	0	3	**3**
23:30	0	0	0	0	**0**	0	0	0	0	**0**
23:45	0	0	0	0	**0**	1	0	0	0	**1**
	98	**40**	**57**	**153**	**348**	**95**	**42**	**54**	**154**	**345**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE WEST DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	0	0	0	0	**0**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	1	0	0	0	**1**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	1	0	0	0	**1**
1:45	0	0	0	0	**0**	1	0	0	0	**1**
2:00	0	0	0	0	**0**	4	0	0	0	**4**
2:15	0	0	0	0	**0**	6	0	0	0	**6**
2:30	0	0	0	0	**0**	1	0	0	0	**1**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	0	0	0	0	**0**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	3	0	0	0	**3**
4:15	8	1	0	0	**9**	2	0	0	0	**2**
4:30	2	0	0	0	**2**	17	0	0	0	**17**
4:45	4	0	0	0	**4**	14	0	0	0	**14**
5:00	7	0	0	0	**7**	38	0	0	0	**38**
5:15	4	0	0	0	**4**	14	0	0	0	**14**
5:30	16	0	0	0	**16**	10	0	0	0	**10**
5:45	26	0	0	0	**26**	1	0	0	0	**1**
6:00	5	0	0	0	**5**	5	0	0	0	**5**
6:15	6	0	0	0	**6**	5	0	0	0	**5**
6:30	39	0	0	0	**39**	2	0	0	0	**2**
6:45	70	0	0	0	**70**	7	0	0	0	**7**
7:00	57	0	0	0	**57**	7	0	0	0	**7**
7:15	59	0	0	0	**59**	5	0	0	0	**5**
7:30	19	0	0	0	**19**	2	0	0	0	**2**
7:45	7	0	0	0	**7**	0	0	0	0	**0**
8:00	1	0	0	0	**1**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	1	0	**1**
8:30	0	0	0	0	**0**	0	0	1	0	**1**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	0	0	2	0	**2**
9:30	0	0	0	0	**0**	0	0	2	0	**2**
9:45	0	0	0	0	**0**	0	0	1	0	**1**
10:00	0	0	0	0	**0**	2	0	0	0	**2**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	3	0	0	0	**3**
11:00	4	0	0	0	**4**	4	0	0	0	**4**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE WEST DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	3	0	0	0	**3**	14	0	0	0	**14**
11:30	3	0	0	0	**3**	8	0	0	0	**8**
11:45	6	0	0	0	**6**	8	0	0	0	**8**
12:00	0	0	0	0	**0**	6	0	0	0	**6**
12:15	4	0	0	0	**4**	5	0	0	0	**5**
12:30	6	0	0	0	**6**	2	0	0	0	**2**
12:45	0	0	0	0	**0**	1	0	0	0	**1**
13:00	0	0	0	0	**0**	1	0	0	0	**1**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	1	0	0	0	**1**
13:45	0	0	0	0	**0**	3	0	0	0	**3**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	1	0	0	0	**1**
14:30	0	0	0	0	**0**	5	0	0	0	**5**
14:45	0	0	0	0	**0**	2	0	0	0	**2**
15:00	0	0	0	0	**0**	10	0	0	0	**10**
15:15	0	0	0	0	**0**	3	0	0	0	**3**
15:30	0	0	0	0	**0**	8	0	0	0	**8**
15:45	0	0	0	0	**0**	0	0	0	0	**0**
16:00	0	0	0	0	**0**	0	0	0	0	**0**
16:15	0	0	0	0	**0**	0	0	1	0	**1**
16:30	0	0	0	0	**0**	7	0	0	0	**7**
16:45	4	0	0	0	**4**	2	0	0	0	**2**
17:00	9	0	0	0	**9**	3	0	0	0	**3**
17:15	20	0	0	0	**20**	14	0	1	0	**15**
17:30	36	0	0	0	**36**	31	0	0	0	**31**
17:45	65	0	0	0	**65**	25	0	0	0	**25**
18:00	34	0	0	0	**34**	53	0	0	0	**53**
18:15	43	0	0	0	**43**	21	0	0	0	**21**
18:30	12	0	0	0	**12**	12	0	0	0	**12**
18:45	0	0	1	0	**1**	5	0	0	0	**5**
19:00	0	0	0	0	**0**	1	0	1	0	**2**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	1	0	0	0	**1**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	1	0	**1**
21:30	0	0	0	0	**0**	1	0	0	0	**1**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	0	0	0	0	**0**	0	0	0	0	**0**
22:15	0	0	0	0	**0**	1	0	0	0	**1**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE WEST DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	6	0	0	0	**6**	1	0	0	0	**1**
22:45	1	0	0	0	**1**	5	0	0	0	**5**
23:00	2	0	0	0	**2**	5	0	0	0	**5**
23:15	4	0	0	0	**4**	13	0	0	0	**13**
23:30	6	0	0	0	**6**	2	0	0	0	**2**
23:45	2	0	0	0	**2**	1	0	0	0	**1**
	600	**1**	**1**	**0**	**602**	**437**	**0**	**11**	**0**	**448**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE EAST DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	0	**1**	3	0	0	0	**3**
0:15	0	0	0	0	**0**	1	0	0	0	**1**
0:30	0	0	0	0	**0**	2	0	0	0	**2**
0:45	0	0	0	0	**0**	1	1	0	0	**2**
1:00	0	0	0	0	**0**	3	0	0	0	**3**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	14	0	0	0	**14**
1:45	0	0	0	0	**0**	3	0	0	0	**3**
2:00	0	0	0	0	**0**	3	0	0	0	**3**
2:15	1	0	0	0	**1**	16	0	0	0	**16**
2:30	0	0	0	0	**0**	11	0	0	0	**11**
2:45	1	0	0	0	**1**	9	0	0	0	**9**
3:00	0	0	0	0	**0**	5	0	0	0	**5**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	6	0	0	0	**6**
3:45	0	0	0	0	**0**	5	0	0	0	**5**
4:00	1	0	0	0	**1**	5	0	0	0	**5**
4:15	6	0	0	0	**6**	15	0	0	0	**15**
4:30	6	0	0	0	**6**	85	0	0	0	**85**
4:45	19	0	0	0	**19**	27	0	0	0	**27**
5:00	8	0	0	0	**8**	75	1	0	0	**76**
5:15	12	0	0	0	**12**	37	1	0	0	**38**
5:30	7	0	0	0	**7**	13	0	0	0	**13**
5:45	25	0	0	0	**25**	11	0	0	0	**11**
6:00	18	1	0	0	**19**	5	0	0	0	**5**
6:15	13	1	0	0	**14**	6	1	0	0	**7**
6:30	55	0	0	0	**55**	15	1	0	0	**16**
6:45	117	1	0	0	**118**	10	1	0	0	**11**
7:00	70	0	0	0	**70**	18	0	0	0	**18**
7:15	103	0	0	0	**103**	7	0	0	0	**7**
7:30	26	0	0	0	**26**	7	0	0	0	**7**
7:45	17	0	0	0	**17**	4	0	0	0	**4**
8:00	3	0	0	0	**3**	8	0	0	0	**8**
8:15	0	0	0	0	**0**	1	0	0	0	**1**
8:30	0	0	0	0	**0**	1	0	0	0	**1**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	1	0	0	0	**1**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	2	0	0	0	**2**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	3	0	0	0	**3**
10:30	0	0	0	0	**0**	3	0	0	0	**3**
10:45	1	0	0	0	**1**	16	0	0	0	**16**
11:00	4	0	0	0	**4**	7	0	0	0	**7**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE EAST DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	4	1	0	0	**5**	13	0	0	0	**13**
11:30	2	0	0	0	**2**	16	0	0	0	**16**
11:45	9	0	0	0	**9**	8	1	0	0	**9**
12:00	10	0	0	0	**10**	18	0	0	0	**18**
12:15	9	0	0	0	**9**	9	0	0	0	**9**
12:30	1	0	0	0	**1**	12	0	0	0	**12**
12:45	0	0	0	0	**0**	6	1	0	0	**7**
13:00	2	0	0	0	**2**	11	0	0	0	**11**
13:15	0	0	0	0	**0**	3	0	0	0	**3**
13:30	1	0	0	0	**1**	11	0	0	0	**11**
13:45	0	0	0	0	**0**	4	0	0	0	**4**
14:00	0	0	0	0	**0**	5	0	0	0	**5**
14:15	0	0	0	0	**0**	3	0	0	0	**3**
14:30	0	0	0	0	**0**	7	0	0	0	**7**
14:45	1	0	0	0	**1**	8	0	0	0	**8**
15:00	0	0	0	0	**0**	5	0	0	0	**5**
15:15	1	0	0	0	**1**	4	0	0	0	**4**
15:30	1	0	0	0	**1**	18	0	0	0	**18**
15:45	0	0	0	0	**0**	6	0	0	0	**6**
16:00	0	0	0	0	**0**	11	0	0	0	**11**
16:15	0	0	0	0	**0**	13	0	0	0	**13**
16:30	1	0	0	0	**1**	32	0	0	0	**32**
16:45	2	0	0	0	**2**	14	0	0	0	**14**
17:00	24	0	0	0	**24**	17	0	0	0	**17**
17:15	54	0	0	0	**54**	42	1	0	0	**43**
17:30	70	0	0	0	**70**	54	1	0	0	**55**
17:45	102	0	0	0	**102**	50	0	0	0	**50**
18:00	78	0	0	0	**78**	71	0	0	0	**71**
18:15	81	0	0	0	**81**	16	1	0	0	**17**
18:30	12	0	0	0	**12**	10	1	0	0	**11**
18:45	1	0	0	0	**1**	2	0	0	0	**2**
19:00	0	0	0	0	**0**	2	0	0	0	**2**
19:15	0	0	0	0	**0**	1	0	0	0	**1**
19:30	0	0	0	0	**0**	2	0	0	0	**2**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	1	0	0	0	**1**
20:45	0	0	0	0	**0**	1	0	0	0	**1**
21:00	0	0	0	0	**0**	2	0	0	0	**2**
21:15	0	0	0	0	**0**	0	0	0	0	**0**
21:30	0	0	0	0	**0**	5	0	0	0	**5**
21:45	0	0	0	0	**0**	8	0	0	0	**8**
22:00	2	0	0	0	**2**	13	0	0	0	**13**
22:15	5	0	0	0	**5**	7	0	0	0	**7**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE EAST DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	0	0	0	**2**	10	0	0	0	**10**
22:45	3	0	0	0	**3**	12	0	0	0	**12**
23:00	2	0	0	0	**2**	19	0	0	0	**19**
23:15	2	0	0	0	**2**	14	0	0	0	**14**
23:30	10	0	0	0	**10**	5	0	0	0	**5**
23:45	0	0	0	0	**0**	5	0	0	0	**5**
	1006	**4**	**0**	**0**	**1010**	**1070**	**12**	**0**	**0**	**1082**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
EAST DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	6	0	0	0	**6**	7	0	0	0	**7**
0:15	4	0	0	0	**4**	11	0	0	0	**11**
0:30	1	0	0	0	**1**	10	0	0	0	**10**
0:45	2	0	0	0	**2**	3	0	0	0	**3**
1:00	1	0	0	0	**1**	9	0	0	0	**9**
1:15	2	0	0	0	**2**	16	0	0	0	**16**
1:30	2	0	0	0	**2**	31	0	0	0	**31**
1:45	1	0	0	0	**1**	18	0	0	0	**18**
2:00	2	0	0	0	**2**	7	2	0	0	**9**
2:15	1	0	0	0	**1**	20	0	0	0	**20**
2:30	5	0	0	0	**5**	18	1	0	0	**19**
2:45	3	0	0	0	**3**	13	0	0	0	**13**
3:00	4	0	0	0	**4**	31	1	0	0	**32**
3:15	7	0	0	0	**7**	25	0	0	0	**25**
3:30	2	0	0	0	**2**	19	0	0	0	**19**
3:45	0	0	0	0	**0**	12	0	0	0	**12**
4:00	1	0	0	0	**1**	8	0	0	0	**8**
4:15	3	0	0	0	**3**	2	0	0	0	**2**
4:30	0	0	0	0	**0**	9	0	0	0	**9**
4:45	0	0	0	0	**0**	7	0	0	0	**7**
5:00	1	0	0	0	**1**	15	0	0	0	**15**
5:15	2	0	0	0	**2**	7	0	0	0	**7**
5:30	2	0	0	0	**2**	9	0	0	0	**9**
5:45	10	0	0	0	**10**	3	0	0	0	**3**
6:00	1	0	0	0	**1**	4	0	0	0	**4**
6:15	2	0	0	0	**2**	2	0	0	0	**2**
6:30	22	0	0	0	**22**	8	0	0	0	**8**
6:45	55	0	0	0	**55**	8	0	0	0	**8**
7:00	21	0	0	0	**21**	7	0	0	0	**7**
7:15	3	0	0	0	**3**	7	0	0	0	**7**
7:30	3	1	0	0	**4**	1	0	0	0	**1**
7:45	2	0	0	0	**2**	3	0	0	0	**3**
8:00	19	0	0	0	**19**	6	0	0	0	**6**
8:15	21	0	0	0	**21**	1	0	0	0	**1**
8:30	24	0	0	0	**24**	3	0	0	0	**3**
8:45	18	0	0	0	**18**	5	0	0	0	**5**
9:00	16	0	0	0	**16**	3	0	0	0	**3**
9:15	21	0	0	0	**21**	1	0	0	0	**1**
9:30	18	0	0	0	**18**	3	1	0	0	**4**
9:45	29	0	0	0	**29**	5	0	0	0	**5**
10:00	8	0	0	0	**8**	15	0	0	0	**15**
10:15	12	0	0	0	**12**	5	0	0	0	**5**
10:30	16	1	0	0	**17**	4	0	0	0	**4**
10:45	14	0	0	0	**14**	10	0	0	0	**10**
11:00	2	0	0	0	**2**	9	0	0	0	**9**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
EAST DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	3	0	0	0	**3**	8	0	0	0	**8**
11:30	5	0	0	0	**5**	61	1	0	1	**63**
11:45	5	0	0	0	**5**	20	0	0	0	**20**
12:00	26	0	0	0	**26**	28	0	0	0	**28**
12:15	50	0	0	0	**50**	13	0	0	0	**13**
12:30	20	0	0	0	**20**	12	0	0	0	**12**
12:45	13	0	0	0	**13**	14	0	0	0	**14**
13:00	18	0	0	0	**18**	16	0	0	0	**16**
13:15	22	1	0	0	**23**	13	0	0	0	**13**
13:30	15	0	0	0	**15**	7	0	0	0	**7**
13:45	25	0	0	0	**25**	5	0	0	0	**5**
14:00	14	0	0	0	**14**	16	0	0	0	**16**
14:15	8	0	0	0	**8**	13	0	0	0	**13**
14:30	8	0	0	0	**8**	23	0	0	0	**23**
14:45	9	0	1	0	**10**	3	0	0	0	**3**
15:00	12	0	1	0	**13**	10	0	0	0	**10**
15:15	10	1	0	0	**11**	12	0	0	0	**12**
15:30	8	0	0	0	**8**	14	0	0	0	**14**
15:45	8	0	0	0	**8**	18	0	0	0	**18**
16:00	9	0	0	0	**9**	5	0	0	0	**5**
16:15	18	0	0	0	**18**	4	0	0	0	**4**
16:30	24	0	0	0	**24**	23	0	0	0	**23**
16:45	25	0	0	0	**25**	16	0	0	0	**16**
17:00	9	0	0	0	**9**	10	0	0	0	**10**
17:15	16	0	0	0	**16**	10	0	0	0	**10**
17:30	29	0	0	0	**29**	37	0	0	0	**37**
17:45	55	0	0	0	**55**	46	0	0	0	**46**
18:00	19	0	0	0	**19**	38	0	0	0	**38**
18:15	6	0	0	0	**6**	13	0	0	0	**13**
18:30	1	0	0	0	**1**	6	0	0	0	**6**
18:45	1	0	0	0	**1**	6	0	0	0	**6**
19:00	3	0	0	0	**3**	8	0	0	0	**8**
19:15	10	0	1	0	**11**	7	0	0	0	**7**
19:30	6	0	0	0	**6**	5	0	0	0	**5**
19:45	8	0	0	0	**8**	7	0	0	0	**7**
20:00	3	0	0	0	**3**	3	0	0	0	**3**
20:15	2	0	0	0	**2**	4	0	0	0	**4**
20:30	8	0	0	0	**8**	5	0	0	0	**5**
20:45	10	0	0	0	**10**	4	0	0	0	**4**
21:00	11	0	0	0	**11**	9	0	0	0	**9**
21:15	28	0	0	0	**28**	5	0	0	0	**5**
21:30	9	0	0	0	**9**	5	0	0	0	**5**
21:45	6	1	0	0	**7**	6	0	0	0	**6**
22:00	6	0	0	0	**6**	13	0	0	0	**13**
22:15	1	0	0	0	**1**	6	0	0	0	**6**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
EAST DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	8	0	0	0	**8**	5	0	0	0	**5**
22:45	12	0	0	0	**12**	1	1	0	0	**2**
23:00	22	0	0	0	**22**	81	0	0	0	**81**
23:15	57	1	0	0	**58**	33	0	0	0	**33**
23:30	15	0	0	0	**15**	15	0	0	0	**15**
23:45	1	0	0	0	**1**	4	0	0	0	**4**
	1106	**6**	**3**	**0**	**1115**	**1166**	**7**	**0**	**1**	**1174**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
TOTAL DRIVEWAYS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	8	0	0	0	**8**	10	0	1	0	**11**
0:15	4	0	0	2	**6**	12	0	1	1	**14**
0:30	1	0	0	2	**3**	13	0	0	1	**14**
0:45	3	5	0	7	**15**	4	1	0	1	**6**
1:00	1	1	3	0	**5**	13	0	0	0	**13**
1:15	2	2	0	2	**6**	18	1	3	1	**23**
1:30	3	0	0	1	**4**	47	0	1	0	**48**
1:45	1	0	0	0	**1**	22	0	0	0	**22**
2:00	2	0	1	1	**4**	15	2	1	0	**18**
2:15	3	0	1	1	**5**	43	4	0	5	**52**
2:30	5	1	0	1	**7**	30	1	0	1	**32**
2:45	4	0	0	1	**5**	24	0	0	1	**25**
3:00	5	0	0	1	**6**	37	1	0	0	**38**
3:15	7	1	0	1	**9**	27	0	0	1	**28**
3:30	2	0	0	2	**4**	25	0	0	2	**27**
3:45	0	0	0	1	**1**	17	0	0	1	**18**
4:00	2	0	0	1	**3**	16	0	1	1	**18**
4:15	18	1	0	0	**19**	23	2	0	0	**25**
4:30	9	0	0	1	**10**	111	0	1	0	**112**
4:45	25	0	0	0	**25**	50	0	1	1	**52**
5:00	17	0	0	0	**17**	129	1	0	0	**130**
5:15	18	0	0	4	**22**	58	1	0	0	**59**
5:30	26	0	0	0	**26**	32	0	0	0	**32**
5:45	61	0	0	0	**61**	16	0	0	0	**16**
6:00	24	1	0	3	**28**	14	0	0	0	**14**
6:15	21	1	0	1	**23**	13	1	0	0	**14**
6:30	116	1	0	4	**121**	26	1	1	3	**31**
6:45	242	1	0	0	**243**	25	1	0	0	**26**
7:00	149	0	0	3	**152**	34	1	0	1	**36**
7:15	165	0	0	2	**167**	19	0	1	4	**24**
7:30	48	1	0	2	**51**	10	0	2	5	**17**
7:45	26	0	1	1	**28**	7	0	1	0	**8**
8:00	25	1	0	2	**28**	15	0	0	1	**16**
8:15	23	0	1	4	**28**	3	0	1	1	**5**
8:30	26	0	0	1	**27**	6	0	1	2	**9**
8:45	21	0	1	1	**23**	10	1	0	1	**12**
9:00	21	1	2	4	**28**	8	0	0	5	**13**
9:15	22	0	0	0	**22**	1	1	2	1	**5**
9:30	23	1	2	4	**30**	10	1	3	1	**15**
9:45	36	0	2	3	**41**	12	0	2	1	**15**
10:00	9	1	2	5	**17**	19	1	2	3	**25**
10:15	16	2	0	3	**21**	9	0	2	2	**13**
10:30	25	4	3	2	**34**	14	6	1	5	**26**
10:45	15	0	0	0	**15**	29	0	0	0	**29**
11:00	10	0	1	1	**12**	21	1	0	3	**25**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
TOTAL DRIVEWAYS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	11	1	1	2	**15**	35	0	0	4	**39**
11:30	10	1	1	1	**13**	86	1	0	2	**89**
11:45	21	2	0	4	**27**	37	2	2	2	**43**
12:00	36	0	3	1	**40**	53	2	0	2	**57**
12:15	63	0	0	6	**69**	27	0	2	4	**33**
12:30	28	1	0	0	**29**	26	0	1	4	**31**
12:45	13	4	1	1	**19**	22	2	1	1	**26**
13:00	21	1	1	0	**23**	29	0	0	2	**31**
13:15	25	3	1	1	**30**	17	1	1	1	**20**
13:30	17	0	1	5	**23**	20	0	1	3	**24**
13:45	26	1	3	2	**32**	13	0	1	0	**14**
14:00	15	1	1	1	**18**	22	1	4	3	**30**
14:15	8	0	0	0	**8**	18	7	4	4	**33**
14:30	12	2	2	2	**18**	39	1	0	0	**40**
14:45	10	2	2	4	**18**	13	1	1	1	**16**
15:00	18	1	1	3	**23**	31	3	2	4	**40**
15:15	12	1	0	0	**13**	19	0	0	0	**19**
15:30	10	0	0	0	**10**	42	1	0	2	**45**
15:45	8	0	1	1	**10**	25	0	0	3	**28**
16:00	9	0	1	1	**11**	16	0	1	0	**17**
16:15	18	0	1	2	**21**	20	0	3	0	**23**
16:30	27	0	0	0	**27**	62	0	0	1	**63**
16:45	34	0	0	3	**37**	36	0	0	5	**41**
17:00	42	0	0	3	**45**	31	0	0	0	**31**
17:15	90	0	0	5	**95**	66	1	2	5	**74**
17:30	135	0	0	1	**136**	122	1	0	3	**126**
17:45	223	0	0	4	**227**	121	0	0	0	**121**
18:00	131	0	0	2	**133**	162	0	0	2	**164**
18:15	130	0	1	0	**131**	50	2	0	4	**56**
18:30	25	0	2	0	**27**	28	1	0	1	**30**
18:45	3	0	2	0	**5**	13	0	0	1	**14**
19:00	3	0	0	3	**6**	12	0	2	2	**16**
19:15	11	0	2	3	**16**	8	0	0	3	**11**
19:30	6	0	2	0	**8**	7	0	0	2	**9**
19:45	8	0	1	1	**10**	7	0	0	0	**7**
20:00	3	0	0	1	**4**	3	0	0	2	**5**
20:15	2	1	0	1	**4**	4	0	1	2	**7**
20:30	8	0	2	3	**13**	7	0	1	2	**10**
20:45	10	0	1	2	**13**	5	0	2	3	**10**
21:00	15	1	1	3	**20**	12	0	0	0	**12**
21:15	33	0	1	2	**36**	6	1	3	3	**13**
21:30	12	0	0	2	**14**	11	0	0	0	**11**
21:45	8	1	2	0	**11**	14	0	1	1	**16**
22:00	8	0	1	1	**10**	26	0	0	3	**29**
22:15	6	0	1	0	**7**	14	1	0	2	**17**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
TOTAL DRIVEWAYS
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	16	0	1	0	**17**	16	0	0	3	**19**
22:45	16	0	0	0	**16**	20	1	0	1	**22**
23:00	26	0	0	1	**27**	105	2	0	3	**110**
23:15	64	1	0	0	**65**	60	0	0	3	**63**
23:30	31	0	0	0	**31**	22	0	0	0	**22**
23:45	3	0	0	0	**3**	11	0	0	0	**11**
	2810	**51**	**61**	**153**	**3075**	**2768**	**61**	**65**	**155**	**3049**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
WEST DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	1	**1**	0	0	1	1	**2**
0:15	0	0	1	0	**1**	0	0	2	0	**2**
0:30	0	1	0	1	**2**	0	0	0	0	**0**
0:45	0	0	1	1	**2**	1	0	0	0	**1**
1:00	0	1	0	1	**2**	0	0	0	0	**0**
1:15	0	1	0	1	**2**	0	0	0	3	**3**
1:30	1	0	0	1	**2**	2	0	0	0	**2**
1:45	0	0	0	4	**4**	1	0	0	0	**1**
2:00	2	1	2	2	**7**	0	3	1	0	**4**
2:15	0	0	1	3	**4**	1	1	1	2	**5**
2:30	0	0	1	0	**1**	0	0	1	2	**3**
2:45	0	0	1	2	**3**	2	0	1	0	**3**
3:00	0	0	0	3	**3**	0	0	1	1	**2**
3:15	0	1	0	1	**2**	1	0	0	1	**2**
3:30	0	0	0	0	**0**	0	1	2	3	**6**
3:45	0	0	0	0	**0**	1	0	0	0	**1**
4:00	1	0	0	0	**1**	1	0	0	2	**3**
4:15	0	0	0	1	**1**	1	0	0	0	**1**
4:30	0	0	0	1	**1**	1	0	0	1	**2**
4:45	2	0	0	0	**2**	0	0	0	0	**0**
5:00	0	0	0	1	**1**	1	0	0	2	**3**
5:15	0	0	0	1	**1**	0	0	0	1	**1**
5:30	0	0	0	0	**0**	0	0	0	0	**0**
5:45	0	0	0	1	**1**	0	0	0	0	**0**
6:00	0	0	0	1	**1**	0	0	0	0	**0**
6:15	0	0	2	0	**2**	0	0	1	1	**2**
6:30	0	0	0	1	**1**	0	0	0	1	**1**
6:45	0	0	0	0	**0**	1	0	0	0	**1**
7:00	0	0	0	0	**0**	0	0	0	1	**1**
7:15	0	0	0	3	**3**	1	0	0	3	**4**
7:30	0	0	0	3	**3**	0	0	0	1	**1**
7:45	0	0	0	0	**0**	0	0	0	0	**0**
8:00	0	2	1	2	**5**	0	0	1	1	**2**
8:15	0	1	0	1	**2**	0	0	1	0	**1**
8:30	1	0	0	2	**3**	1	0	0	0	**1**
8:45	2	0	0	0	**2**	1	1	0	3	**5**
9:00	2	0	1	0	**3**	0	0	0	0	**0**
9:15	1	0	2	0	**3**	0	1	1	0	**2**
9:30	0	1	0	2	**3**	1	1	1	0	**3**
9:45	1	1	3	0	**5**	0	0	0	1	**1**
10:00	0	1	1	4	**6**	0	2	1	1	**4**
10:15	1	0	0	3	**4**	0	0	1	3	**4**
10:30	1	0	1	1	**3**	2	2	0	6	**10**
10:45	0	0	0	0	**0**	0	0	0	0	**0**
11:00	0	2	0	2	**4**	3	0	0	2	**5**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
WEST DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	1	1	**2**	0	0	0	1	**1**
11:30	0	0	4	0	**4**	0	1	0	2	**3**
11:45	1	0	1	2	**4**	1	1	1	0	**3**
12:00	0	0	0	1	**1**	0	0	1	4	**5**
12:15	0	2	0	0	**2**	0	0	0	4	**4**
12:30	0	3	0	0	**3**	0	0	0	3	**3**
12:45	1	0	0	0	**1**	1	0	0	1	**2**
13:00	0	1	1	1	**3**	0	1	0	0	**1**
13:15	0	1	0	1	**2**	0	0	0	1	**1**
13:30	0	1	1	0	**2**	0	0	0	1	**1**
13:45	0	0	0	1	**1**	0	1	0	1	**2**
14:00	0	0	1	1	**2**	1	0	1	3	**5**
14:15	1	1	1	2	**5**	2	5	1	3	**11**
14:30	0	0	0	1	**1**	1	0	1	0	**2**
14:45	0	0	0	4	**4**	1	0	3	2	**6**
15:00	0	1	0	1	**2**	1	0	3	0	**4**
15:15	0	0	0	0	**0**	1	0	0	0	**1**
15:30	0	0	1	5	**6**	0	1	1	4	**6**
15:45	0	0	0	0	**0**	0	0	0	0	**0**
16:00	0	0	1	2	**3**	0	0	2	0	**2**
16:15	2	0	3	2	**7**	1	0	2	2	**5**
16:30	0	0	0	0	**0**	0	0	0	0	**0**
16:45	1	0	0	2	**3**	0	0	0	2	**2**
17:00	0	0	0	1	**1**	3	0	0	0	**3**
17:15	1	0	0	0	**1**	1	0	1	3	**5**
17:30	0	0	1	1	**2**	0	0	0	0	**0**
17:45	2	0	1	1	**4**	1	0	0	0	**1**
18:00	0	0	0	0	**0**	0	0	0	1	**1**
18:15	0	0	0	0	**0**	0	0	1	1	**2**
18:30	0	0	1	0	**1**	0	0	2	1	**3**
18:45	0	0	1	0	**1**	0	0	1	0	**1**
19:00	0	0	0	0	**0**	0	0	0	0	**0**
19:15	0	0	0	3	**3**	0	0	0	0	**0**
19:30	0	0	0	1	**1**	0	0	0	0	**0**
19:45	0	0	3	0	**3**	0	0	1	0	**1**
20:00	0	0	2	1	**3**	0	0	3	1	**4**
20:15	0	1	0	0	**1**	0	0	0	0	**0**
20:30	0	0	0	1	**1**	0	0	0	2	**2**
20:45	0	0	0	0	**0**	0	0	0	2	**2**
21:00	1	0	0	1	**2**	0	0	0	1	**1**
21:15	5	0	3	0	**8**	0	0	0	2	**2**
21:30	1	0	3	0	**4**	0	0	0	1	**1**
21:45	1	0	1	0	**2**	0	0	2	0	**2**
22:00	1	0	0	1	**2**	2	0	0	3	**5**
22:15	0	0	0	1	**1**	0	0	0	1	**1**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
WEST DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	1	0	**1**	0	0	0	0	**0**
22:45	0	0	0	0	**0**	1	0	0	1	**2**
23:00	0	0	0	1	**1**	3	0	0	5	**8**
23:15	0	0	0	1	**1**	2	0	0	1	**3**
23:30	0	0	1	0	**1**	0	0	1	1	**2**
23:45	0	0	0	3	**3**	0	0	0	0	**0**
	33	**24**	**51**	**95**	**203**	**46**	**22**	**45**	**104**	**217**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE WEST DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	0	0	0	**1**	3	0	0	0	**3**
0:15	0	0	0	0	**0**	0	0	0	0	**0**
0:30	0	0	0	0	**0**	3	0	0	0	**3**
0:45	1	0	0	0	**1**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	1	0	0	0	**1**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	1	0	0	0	**1**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	5	0	0	0	**5**
2:30	0	0	0	0	**0**	1	0	0	0	**1**
2:45	0	0	0	0	**0**	1	0	0	0	**1**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	1	0	0	0	**1**
3:30	0	0	0	0	**0**	1	0	0	0	**1**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	1	0	0	0	**1**	0	0	0	0	**0**
4:15	2	0	0	0	**2**	3	0	0	0	**3**
4:30	1	1	0	0	**2**	8	0	0	0	**8**
4:45	9	0	0	0	**9**	8	0	0	0	**8**
5:00	7	0	0	0	**7**	29	0	0	0	**29**
5:15	5	0	0	0	**5**	8	0	0	0	**8**
5:30	14	0	0	0	**14**	4	0	0	0	**4**
5:45	33	0	0	0	**33**	4	0	0	0	**4**
6:00	5	0	0	0	**5**	1	0	0	0	**1**
6:15	11	0	0	0	**11**	1	0	0	0	**1**
6:30	13	0	0	0	**13**	1	0	0	0	**1**
6:45	34	0	0	0	**34**	8	0	0	0	**8**
7:00	22	1	0	0	**23**	2	0	0	0	**2**
7:15	36	0	0	0	**36**	5	0	0	0	**5**
7:30	5	0	0	0	**5**	1	0	0	0	**1**
7:45	1	0	0	0	**1**	1	0	0	0	**1**
8:00	1	0	0	0	**1**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	1	0	0	0	**1**
8:45	0	0	0	0	**0**	0	0	1	0	**1**
9:00	0	0	0	0	**0**	0	0	1	0	**1**
9:15	0	0	0	0	**0**	0	0	1	0	**1**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	1	0	**1**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	3	0	0	0	**3**
11:00	5	0	0	0	**5**	0	0	0	0	**0**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE WEST DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	3	0	0	0	**3**	2	0	0	0	**2**
11:30	4	0	0	0	**4**	2	1	0	0	**3**
11:45	5	0	0	0	**5**	0	0	0	0	**0**
12:00	2	0	0	0	**2**	8	0	0	0	**8**
12:15	10	0	0	0	**10**	1	0	0	0	**1**
12:30	2	0	0	0	**2**	2	0	0	0	**2**
12:45	0	0	0	0	**0**	0	0	0	0	**0**
13:00	0	0	0	0	**0**	1	0	0	0	**1**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	3	0	0	0	**3**
13:45	0	0	0	0	**0**	2	0	0	0	**2**
14:00	0	0	0	0	**0**	6	0	0	0	**6**
14:15	0	0	0	0	**0**	2	0	0	0	**2**
14:30	0	0	0	0	**0**	6	0	0	0	**6**
14:45	0	0	0	0	**0**	1	0	0	0	**1**
15:00	0	0	0	0	**0**	3	0	0	0	**3**
15:15	0	0	0	0	**0**	3	0	0	0	**3**
15:30	0	0	0	0	**0**	4	0	0	0	**4**
15:45	0	0	0	0	**0**	0	0	0	0	**0**
16:00	0	0	0	0	**0**	1	0	0	0	**1**
16:15	0	0	0	0	**0**	0	0	0	0	**0**
16:30	0	0	0	0	**0**	10	0	0	0	**10**
16:45	0	0	0	0	**0**	7	0	0	0	**7**
17:00	7	0	0	0	**7**	5	0	0	0	**5**
17:15	9	0	0	0	**9**	1	0	0	0	**1**
17:30	19	0	0	0	**19**	10	0	0	0	**10**
17:45	27	0	0	0	**27**	7	0	1	0	**8**
18:00	22	0	0	0	**22**	36	0	0	0	**36**
18:15	25	0	0	0	**25**	9	0	0	0	**9**
18:30	11	0	1	0	**12**	6	0	0	0	**6**
18:45	3	0	0	0	**3**	1	0	0	0	**1**
19:00	1	0	0	0	**1**	1	0	0	0	**1**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	1	0	0	0	**1**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	1	0	0	0	**1**
21:00	0	0	0	0	**0**	2	0	0	0	**2**
21:15	0	0	0	0	**0**	0	0	2	0	**2**
21:30	0	0	0	0	**0**	0	0	1	0	**1**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	2	0	0	0	**2**	0	0	0	0	**0**
22:15	1	0	0	0	**1**	0	0	0	0	**0**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE WEST DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	0	0	0	**2**	0	0	0	0	**0**
22:45	1	0	0	0	**1**	4	0	0	0	**4**
23:00	2	0	0	0	**2**	4	0	0	0	**4**
23:15	4	0	0	0	**4**	7	0	0	0	**7**
23:30	3	0	0	0	**3**	10	0	0	0	**10**
23:45	0	0	0	0	**0**	1	0	0	0	**1**
	372	**2**	**1**	**0**	**375**	**275**	**1**	**8**	**0**	**284**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE EAST DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	6	0	0	0	**6**
0:15	1	0	0	0	**1**	4	0	0	0	**4**
0:30	0	0	0	0	**0**	16	0	0	0	**16**
0:45	2	0	0	0	**2**	4	0	0	0	**4**
1:00	0	0	0	0	**0**	2	0	0	0	**2**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	2	0	0	0	**2**
1:45	0	0	0	0	**0**	1	0	0	0	**1**
2:00	0	0	0	0	**0**	11	0	0	0	**11**
2:15	0	0	0	0	**0**	7	0	0	0	**7**
2:30	0	0	0	0	**0**	5	0	0	0	**5**
2:45	0	0	0	0	**0**	3	0	0	0	**3**
3:00	0	0	0	0	**0**	2	0	0	0	**2**
3:15	0	0	0	0	**0**	0	0	0	0	**0**
3:30	0	0	0	0	**0**	3	0	0	0	**3**
3:45	0	0	0	0	**0**	3	0	0	0	**3**
4:00	1	0	0	0	**1**	6	0	0	0	**6**
4:15	5	0	0	0	**5**	10	0	0	0	**10**
4:30	6	0	0	0	**6**	56	0	0	0	**56**
4:45	10	0	0	0	**10**	28	0	0	0	**28**
5:00	5	0	0	0	**5**	83	0	0	0	**83**
5:15	8	0	0	0	**8**	25	0	0	0	**25**
5:30	12	0	0	0	**12**	12	0	0	0	**12**
5:45	28	0	0	0	**28**	19	0	0	0	**19**
6:00	12	0	0	0	**12**	8	0	0	0	**8**
6:15	16	0	0	0	**16**	1	0	0	0	**1**
6:30	39	0	0	0	**39**	6	0	0	0	**6**
6:45	77	0	0	0	**77**	16	0	0	0	**16**
7:00	65	0	0	0	**65**	13	0	0	0	**13**
7:15	72	0	0	0	**72**	16	0	0	0	**16**
7:30	15	0	0	0	**15**	4	0	0	0	**4**
7:45	3	0	0	0	**3**	2	0	0	0	**2**
8:00	1	0	0	0	**1**	1	0	0	0	**1**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	0	0	**0**
9:00	0	0	0	0	**0**	0	0	0	0	**0**
9:15	0	0	0	0	**0**	1	0	0	0	**1**
9:30	0	0	0	0	**0**	0	0	0	0	**0**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	2	0	0	0	**2**
10:15	0	0	0	0	**0**	1	0	0	0	**1**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	1	0	0	0	**1**	26	0	0	0	**26**
11:00	5	0	0	0	**5**	8	0	0	0	**8**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE EAST DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	3	0	0	0	**3**	7	0	0	0	**7**
11:30	3	0	0	0	**3**	8	0	0	0	**8**
11:45	3	0	0	0	**3**	5	0	0	0	**5**
12:00	11	0	0	0	**11**	25	0	0	0	**25**
12:15	13	0	0	0	**13**	4	0	0	0	**4**
12:30	2	0	0	0	**2**	7	0	0	0	**7**
12:45	0	0	0	0	**0**	1	0	0	0	**1**
13:00	0	0	0	0	**0**	1	0	0	0	**1**
13:15	0	0	0	0	**0**	3	0	0	0	**3**
13:30	0	0	0	0	**0**	12	0	0	0	**12**
13:45	0	0	0	0	**0**	4	0	0	0	**4**
14:00	0	0	0	0	**0**	20	0	0	0	**20**
14:15	0	0	0	0	**0**	7	0	0	0	**7**
14:30	0	0	0	0	**0**	12	0	0	0	**12**
14:45	0	0	0	0	**0**	8	0	0	0	**8**
15:00	0	0	0	0	**0**	8	0	0	0	**8**
15:15	0	0	0	0	**0**	5	0	0	0	**5**
15:30	0	0	0	0	**0**	11	0	0	0	**11**
15:45	0	0	0	0	**0**	2	0	0	0	**2**
16:00	0	0	0	0	**0**	13	0	0	0	**13**
16:15	1	0	0	0	**1**	3	0	0	0	**3**
16:30	1	0	0	0	**1**	31	0	0	0	**31**
16:45	2	0	0	0	**2**	11	0	0	0	**11**
17:00	8	0	0	0	**8**	10	0	0	0	**10**
17:15	28	0	0	0	**28**	7	0	0	0	**7**
17:30	68	0	0	0	**68**	41	0	0	0	**41**
17:45	79	0	0	0	**79**	21	0	0	0	**21**
18:00	55	0	0	0	**55**	61	0	0	0	**61**
18:15	64	0	0	0	**64**	37	0	0	0	**37**
18:30	6	0	0	0	**6**	12	0	0	0	**12**
18:45	2	0	0	0	**2**	2	0	0	0	**2**
19:00	0	0	0	0	**0**	1	0	0	0	**1**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	1	0	0	0	**1**
19:45	0	0	0	0	**0**	1	0	0	0	**1**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	2	0	0	0	**2**
20:45	0	0	0	0	**0**	1	0	0	0	**1**
21:00	0	0	0	0	**0**	3	0	0	0	**3**
21:15	0	0	0	0	**0**	1	0	0	0	**1**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	4	0	0	0	**4**
22:00	1	0	0	0	**1**	9	0	0	0	**9**
22:15	1	0	0	0	**1**	7	0	0	0	**7**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE EAST DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	0	0	0	**2**	5	0	0	0	**5**
22:45	8	0	0	0	**8**	12	0	0	0	**12**
23:00	1	0	0	0	**1**	17	0	0	0	**17**
23:15	5	0	0	0	**5**	25	0	0	0	**25**
23:30	9	0	0	0	**9**	10	0	0	0	**10**
23:45	3	0	0	0	**3**	4	0	0	0	**4**
	763	**0**	**0**	**0**	**763**	**915**	**0**	**0**	**0**	**915**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
EAST DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	2	0	0	0	**2**	5	1	0	0	**6**
0:15	3	1	0	0	**4**	3	0	0	0	**3**
0:30	1	0	0	0	**1**	7	0	0	0	**7**
0:45	1	0	0	0	**1**	1	0	0	0	**1**
1:00	2	0	0	0	**2**	1	0	0	0	**1**
1:15	3	0	0	0	**3**	2	0	0	0	**2**
1:30	1	0	0	0	**1**	1	0	0	0	**1**
1:45	0	1	0	0	**1**	1	0	0	0	**1**
2:00	1	0	0	0	**1**	8	0	0	0	**8**
2:15	3	0	0	0	**3**	15	0	0	0	**15**
2:30	1	0	0	0	**1**	4	0	0	0	**4**
2:45	1	0	0	0	**1**	4	0	0	0	**4**
3:00	2	0	0	0	**2**	23	0	0	0	**23**
3:15	0	0	0	0	**0**	11	2	0	0	**13**
3:30	1	0	0	0	**1**	29	1	0	0	**30**
3:45	1	0	0	0	**1**	23	0	0	0	**23**
4:00	0	0	0	0	**0**	5	0	0	0	**5**
4:15	1	0	0	0	**1**	6	0	0	0	**6**
4:30	0	0	0	0	**0**	5	0	0	0	**5**
4:45	0	0	0	0	**0**	5	0	0	0	**5**
5:00	1	0	0	0	**1**	9	0	0	0	**9**
5:15	2	0	0	0	**2**	1	0	0	0	**1**
5:30	3	0	0	0	**3**	4	0	0	0	**4**
5:45	5	0	0	0	**5**	4	0	0	0	**4**
6:00	4	0	0	0	**4**	4	0	0	0	**4**
6:15	7	0	0	0	**7**	1	0	0	0	**1**
6:30	20	0	0	0	**20**	2	0	0	0	**2**
6:45	50	0	0	0	**50**	8	0	0	0	**8**
7:00	8	0	0	0	**8**	4	0	0	0	**4**
7:15	3	0	0	0	**3**	6	0	0	0	**6**
7:30	0	0	0	0	**0**	3	0	0	0	**3**
7:45	0	0	0	0	**0**	1	0	0	0	**1**
8:00	6	0	0	0	**6**	1	0	0	0	**1**
8:15	4	0	0	0	**4**	2	0	0	0	**2**
8:30	6	0	0	0	**6**	3	0	0	0	**3**
8:45	5	0	0	0	**5**	4	0	0	0	**4**
9:00	5	0	0	0	**5**	1	0	0	0	**1**
9:15	5	0	0	0	**5**	3	1	0	0	**4**
9:30	4	0	0	0	**4**	1	0	0	0	**1**
9:45	9	0	0	0	**9**	3	0	0	0	**3**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	5	0	0	0	**5**	1	0	0	0	**1**
10:30	1	0	0	0	**1**	1	0	0	0	**1**
10:45	11	0	0	0	**11**	3	0	0	0	**3**
11:00	4	0	0	0	**4**	46	0	0	0	**46**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
EAST DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	4	0	0	0	**4**	11	0	0	0	**11**
11:30	3	0	0	0	**3**	7	0	0	0	**7**
11:45	11	0	0	0	**11**	11	0	0	0	**11**
12:00	20	0	0	0	**20**	15	0	0	0	**15**
12:15	31	0	0	0	**31**	14	0	0	0	**14**
12:30	3	0	0	0	**3**	7	0	0	0	**7**
12:45	6	0	0	0	**6**	2	0	0	0	**2**
13:00	7	0	0	0	**7**	7	0	0	0	**7**
13:15	5	0	0	0	**5**	5	0	0	0	**5**
13:30	7	0	0	0	**7**	7	0	0	0	**7**
13:45	4	0	0	0	**4**	3	0	0	0	**3**
14:00	1	0	0	0	**1**	7	0	0	0	**7**
14:15	3	0	0	0	**3**	3	0	0	0	**3**
14:30	4	0	1	0	**5**	5	0	0	0	**5**
14:45	7	0	2	0	**9**	5	0	0	0	**5**
15:00	7	0	1	0	**8**	7	0	0	0	**7**
15:15	2	0	0	0	**2**	5	0	0	0	**5**
15:30	3	0	0	0	**3**	2	0	0	0	**2**
15:45	3	0	0	0	**3**	1	0	0	0	**1**
16:00	14	0	0	0	**14**	5	0	0	0	**5**
16:15	12	0	0	0	**12**	7	0	0	0	**7**
16:30	38	0	0	0	**38**	12	0	0	0	**12**
16:45	31	2	0	0	**33**	3	0	0	0	**3**
17:00	7	0	0	0	**7**	3	0	0	0	**3**
17:15	17	0	0	0	**17**	42	0	0	0	**42**
17:30	19	0	0	0	**19**	18	0	0	0	**18**
17:45	38	0	0	0	**38**	21	0	0	0	**21**
18:00	12	0	0	0	**12**	13	0	0	0	**13**
18:15	7	0	0	0	**7**	5	0	0	0	**5**
18:30	0	0	0	0	**0**	3	0	0	0	**3**
18:45	0	0	0	0	**0**	2	0	0	0	**2**
19:00	4	0	0	0	**4**	1	0	0	0	**1**
19:15	2	0	0	0	**2**	1	0	0	0	**1**
19:30	3	0	0	0	**3**	3	0	0	0	**3**
19:45	2	0	1	0	**3**	3	0	1	0	**4**
20:00	3	0	0	0	**3**	5	0	0	0	**5**
20:15	1	0	0	0	**1**	4	0	0	0	**4**
20:30	2	0	0	0	**2**	1	0	0	0	**1**
20:45	2	0	0	0	**2**	1	0	0	0	**1**
21:00	9	0	0	0	**9**	2	0	0	0	**2**
21:15	29	0	0	0	**29**	5	0	0	0	**5**
21:30	11	0	0	0	**11**	6	0	0	0	**6**
21:45	9	0	0	0	**9**	5	0	0	0	**5**
22:00	2	0	0	0	**2**	9	1	0	0	**10**
22:15	6	0	0	0	**6**	3	1	0	0	**4**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
EAST DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	0	**0**	4	1	0	0	**5**
22:45	9	0	0	0	**9**	3	0	0	0	**3**
23:00	3	0	0	0	**3**	29	0	0	0	**29**
23:15	16	1	0	0	**17**	11	1	0	0	**12**
23:30	12	0	0	0	**12**	5	0	0	0	**5**
23:45	2	0	0	0	**2**	3	0	0	0	**3**
	645	**5**	**5**	**0**	**655**	**637**	**9**	**1**	**0**	**647**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
TOTAL DRIVEWAYS
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	3	0	0	1	**4**	14	1	1	1	**17**
0:15	4	1	1	0	**6**	7	0	2	0	**9**
0:30	1	1	0	1	**3**	26	0	0	0	**26**
0:45	4	0	1	1	**6**	6	0	0	0	**6**
1:00	2	1	0	1	**4**	3	0	0	0	**3**
1:15	3	1	0	1	**5**	3	0	0	3	**6**
1:30	2	0	0	1	**3**	5	0	0	0	**5**
1:45	0	1	0	4	**5**	4	0	0	0	**4**
2:00	3	1	2	2	**8**	19	3	1	0	**23**
2:15	3	0	1	3	**7**	28	1	1	2	**32**
2:30	1	0	1	0	**2**	10	0	1	2	**13**
2:45	1	0	1	2	**4**	10	0	1	0	**11**
3:00	2	0	0	3	**5**	25	0	1	1	**27**
3:15	0	1	0	1	**2**	13	2	0	1	**16**
3:30	1	0	0	0	**1**	33	2	2	3	**40**
3:45	1	0	0	0	**1**	27	0	0	0	**27**
4:00	3	0	0	0	**3**	12	0	0	2	**14**
4:15	8	0	0	1	**9**	20	0	0	0	**20**
4:30	7	1	0	1	**9**	70	0	0	1	**71**
4:45	21	0	0	0	**21**	41	0	0	0	**41**
5:00	13	0	0	1	**14**	122	0	0	2	**124**
5:15	15	0	0	1	**16**	34	0	0	1	**35**
5:30	29	0	0	0	**29**	20	0	0	0	**20**
5:45	66	0	0	1	**67**	27	0	0	0	**27**
6:00	21	0	0	1	**22**	13	0	0	0	**13**
6:15	34	0	2	0	**36**	3	0	1	1	**5**
6:30	72	0	0	1	**73**	9	0	0	1	**10**
6:45	161	0	0	0	**161**	33	0	0	0	**33**
7:00	95	1	0	0	**96**	19	0	0	1	**20**
7:15	111	0	0	3	**114**	28	0	0	3	**31**
7:30	20	0	0	3	**23**	8	0	0	1	**9**
7:45	4	0	0	0	**4**	4	0	0	0	**4**
8:00	8	2	1	2	**13**	2	0	1	1	**4**
8:15	4	1	0	1	**6**	2	0	1	0	**3**
8:30	7	0	0	2	**9**	5	0	0	0	**5**
8:45	7	0	0	0	**7**	5	1	1	3	**10**
9:00	7	0	1	0	**8**	1	0	1	0	**2**
9:15	6	0	2	0	**8**	4	2	2	0	**8**
9:30	4	1	0	2	**7**	2	1	1	0	**4**
9:45	10	1	3	0	**14**	3	0	1	1	**5**
10:00	0	1	1	4	**6**	2	2	1	1	**6**
10:15	6	0	0	3	**9**	2	0	1	3	**6**
10:30	2	0	1	1	**4**	3	2	0	6	**11**
10:45	12	0	0	0	**12**	32	0	0	0	**32**
11:00	14	2	0	2	**18**	57	0	0	2	**59**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
TOTAL DRIVEWAYS
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	10	0	1	1	**12**	20	0	0	1	**21**
11:30	10	0	4	0	**14**	17	2	0	2	**21**
11:45	20	0	1	2	**23**	17	1	1	0	**19**
12:00	33	0	0	1	**34**	48	0	1	4	**53**
12:15	54	2	0	0	**56**	19	0	0	4	**23**
12:30	7	3	0	0	**10**	16	0	0	3	**19**
12:45	7	0	0	0	**7**	4	0	0	1	**5**
13:00	7	1	1	1	**10**	9	1	0	0	**10**
13:15	5	1	0	1	**7**	8	0	0	1	**9**
13:30	7	1	1	0	**9**	22	0	0	1	**23**
13:45	4	0	0	1	**5**	9	1	0	1	**11**
14:00	1	0	1	1	**3**	34	0	1	3	**38**
14:15	4	1	1	2	**8**	14	5	1	3	**23**
14:30	4	0	1	1	**6**	24	0	1	0	**25**
14:45	7	0	2	4	**13**	15	0	3	2	**20**
15:00	7	1	1	1	**10**	19	0	3	0	**22**
15:15	2	0	0	0	**2**	14	0	0	0	**14**
15:30	3	0	1	5	**9**	17	1	1	4	**23**
15:45	3	0	0	0	**3**	3	0	0	0	**3**
16:00	14	0	1	2	**17**	19	0	2	0	**21**
16:15	15	0	3	2	**20**	11	0	2	2	**15**
16:30	39	0	0	0	**39**	53	0	0	0	**53**
16:45	34	2	0	2	**38**	21	0	0	2	**23**
17:00	22	0	0	1	**23**	21	0	0	0	**21**
17:15	55	0	0	0	**55**	51	0	1	3	**55**
17:30	106	0	1	1	**108**	69	0	0	0	**69**
17:45	146	0	1	1	**148**	50	0	1	0	**51**
18:00	89	0	0	0	**89**	110	0	0	1	**111**
18:15	96	0	0	0	**96**	51	0	1	1	**53**
18:30	17	0	2	0	**19**	21	0	2	1	**24**
18:45	5	0	1	0	**6**	5	0	1	0	**6**
19:00	5	0	0	0	**5**	3	0	0	0	**3**
19:15	2	0	0	3	**5**	1	0	0	0	**1**
19:30	3	0	0	1	**4**	4	0	0	0	**4**
19:45	2	0	4	0	**6**	4	0	2	0	**6**
20:00	3	0	2	1	**6**	5	0	3	1	**9**
20:15	1	1	0	0	**2**	5	0	0	0	**5**
20:30	2	0	0	1	**3**	3	0	0	2	**5**
20:45	2	0	0	0	**2**	3	0	0	2	**5**
21:00	10	0	0	1	**11**	7	0	0	1	**8**
21:15	34	0	3	0	**37**	6	0	2	2	**10**
21:30	12	0	3	0	**15**	6	0	1	1	**8**
21:45	10	0	1	0	**11**	9	0	2	0	**11**
22:00	6	0	0	1	**7**	20	1	0	3	**24**
22:15	8	0	0	1	**9**	10	1	0	1	**12**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
TOTAL DRIVEWAYS
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	4	0	1	0	**5**	9	1	0	0	**10**
22:45	18	0	0	0	**18**	20	0	0	1	**21**
23:00	6	0	0	1	**7**	53	0	0	5	**58**
23:15	25	1	0	1	**27**	45	1	0	1	**47**
23:30	24	0	1	0	**25**	25	0	1	1	**27**
23:45	5	0	0	3	**8**	8	0	0	0	**8**
	1813	**31**	**57**	**95**	**1996**	**1873**	**32**	**54**	**104**	**2063**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
WEST DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	1	2	**3**	0	0	1	0	**1**
0:15	0	0	0	0	**0**	0	0	1	0	**1**
0:30	0	2	1	2	**5**	0	0	1	0	**1**
0:45	0	1	1	1	**3**	0	0	0	0	**0**
1:00	0	1	1	2	**4**	0	0	0	0	**0**
1:15	0	0	1	2	**3**	0	0	1	0	**1**
1:30	0	0	1	0	**1**	0	0	0	0	**0**
1:45	0	0	1	1	**2**	0	0	0	0	**0**
2:00	0	0	1	4	**5**	0	0	0	0	**0**
2:15	0	0	2	5	**7**	3	4	1	2	**10**
2:30	0	0	0	1	**1**	0	0	1	2	**3**
2:45	0	0	2	1	**3**	2	0	0	0	**2**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	1	0	0	1	**2**	2	0	0	2	**4**
3:30	0	0	0	1	**1**	0	0	0	2	**2**
3:45	0	0	0	2	**2**	0	0	0	1	**1**
4:00	0	0	0	1	**1**	0	0	1	0	**1**
4:15	0	0	0	0	**0**	0	0	0	2	**2**
4:30	1	0	0	0	**1**	0	0	1	1	**2**
4:45	1	0	1	1	**3**	1	0	1	0	**2**
5:00	0	0	0	1	**1**	0	0	0	1	**1**
5:15	1	0	0	0	**1**	1	0	1	2	**4**
5:30	0	0	1	0	**1**	0	0	0	0	**0**
5:45	0	0	0	2	**2**	2	0	0	1	**3**
6:00	0	0	0	0	**0**	0	0	0	0	**0**
6:15	0	0	0	0	**0**	0	0	0	0	**0**
6:30	0	0	1	0	**1**	1	0	1	0	**2**
6:45	0	0	1	2	**3**	0	0	0	0	**0**
7:00	0	0	0	0	**0**	0	0	1	0	**1**
7:15	0	0	1	0	**1**	0	0	0	0	**0**
7:30	0	1	0	5	**6**	0	0	2	2	**4**
7:45	0	0	0	0	**0**	0	0	0	0	**0**
8:00	0	0	0	2	**2**	0	0	1	0	**1**
8:15	0	0	0	0	**0**	0	1	3	1	**5**
8:30	0	0	0	0	**0**	0	0	1	0	**1**
8:45	0	0	1	1	**2**	0	0	1	0	**1**
9:00	1	0	0	2	**3**	0	0	0	1	**1**
9:15	0	0	3	1	**4**	0	0	0	1	**1**
9:30	1	0	0	2	**3**	0	0	0	1	**1**
9:45	0	0	2	2	**4**	1	0	2	0	**3**
10:00	5	0	1	2	**8**	1	1	1	3	**6**
10:15	0	0	0	1	**1**	0	0	0	1	**1**
10:30	0	0	0	1	**1**	0	0	1	0	**1**
10:45	0	0	2	2	**4**	3	0	0	5	**8**
11:00	0	0	1	3	**4**	0	0	1	3	**4**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
WEST DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	2	0	**2**	0	0	0	1	**1**
11:30	0	0	0	0	**0**	0	0	0	1	**1**
11:45	0	0	1	3	**4**	0	0	0	0	**0**
12:00	0	0	0	2	**2**	1	0	0	5	**6**
12:15	1	0	0	0	**1**	1	0	0	4	**5**
12:30	1	0	0	1	**2**	0	0	0	2	**2**
12:45	0	3	0	0	**3**	0	0	0	1	**1**
13:00	2	2	0	1	**5**	1	0	0	1	**2**
13:15	0	0	0	1	**1**	1	0	0	1	**2**
13:30	0	0	0	1	**1**	1	0	0	0	**1**
13:45	1	0	0	0	**1**	0	0	0	1	**1**
14:00	0	1	1	3	**5**	0	0	0	0	**0**
14:15	0	0	0	1	**1**	0	5	1	2	**8**
14:30	0	0	0	1	**1**	1	0	0	2	**3**
14:45	0	0	0	0	**0**	0	0	1	1	**2**
15:00	0	0	0	1	**1**	0	0	0	1	**1**
15:15	0	0	0	1	**1**	0	0	0	1	**1**
15:30	0	0	1	0	**1**	0	0	0	0	**0**
15:45	0	0	2	0	**2**	0	0	1	0	**1**
16:00	1	0	1	3	**5**	0	0	0	3	**3**
16:15	1	0	0	3	**4**	1	0	0	0	**1**
16:30	1	0	1	2	**4**	0	0	1	0	**1**
16:45	0	0	0	1	**1**	2	0	0	1	**3**
17:00	0	0	2	2	**4**	2	0	0	0	**2**
17:15	0	0	0	0	**0**	0	0	2	2	**4**
17:30	0	0	0	2	**2**	0	0	0	3	**3**
17:45	0	0	0	1	**1**	0	0	1	0	**1**
18:00	0	0	0	2	**2**	4	0	0	0	**4**
18:15	0	0	1	1	**2**	2	0	1	1	**4**
18:30	0	0	1	0	**1**	0	0	0	2	**2**
18:45	0	1	1	1	**3**	1	0	1	2	**4**
19:00	0	0	0	0	**0**	1	0	0	1	**2**
19:15	0	0	1	0	**1**	0	0	0	0	**0**
19:30	0	0	0	2	**2**	0	0	2	0	**2**
19:45	0	0	0	2	**2**	0	0	1	0	**1**
20:00	0	0	0	2	**2**	0	0	0	1	**1**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	1	**1**	0	0	0	1	**1**
20:45	1	0	0	1	**2**	0	0	0	1	**1**
21:00	0	0	1	1	**2**	0	0	0	2	**2**
21:15	3	1	2	0	**6**	2	0	1	0	**3**
21:30	1	1	1	2	**5**	1	0	0	3	**4**
21:45	4	0	0	0	**4**	3	1	0	1	**5**
22:00	0	0	1	1	**2**	0	0	0	2	**2**
22:15	0	0	0	0	**0**	0	2	1	1	**4**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
WEST DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	0	0	0	1	**1**	0	0	0	0	**0**
22:45	0	0	1	0	**1**	3	0	0	4	**7**
23:00	0	0	0	2	**2**	0	0	0	4	**4**
23:15	0	0	0	1	**1**	0	0	0	0	**0**
23:30	0	0	0	3	**3**	0	0	1	0	**1**
23:45	0	0	0	0	**0**	0	0	0	0	**0**
	28	**14**	**48**	**109**	**199**	**45**	**14**	**40**	**93**	**192**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE WEST DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	1	0	0	0	**1**
0:15	0	0	0	0	**0**	1	0	0	0	**1**
0:30	0	0	0	0	**0**	1	0	0	0	**1**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	0	0	0	0	**0**
1:15	0	0	0	0	**0**	0	0	0	0	**0**
1:30	0	0	0	0	**0**	1	0	0	0	**1**
1:45	0	0	0	0	**0**	0	0	0	0	**0**
2:00	0	0	0	0	**0**	0	0	0	0	**0**
2:15	0	0	0	0	**0**	2	0	0	0	**2**
2:30	0	0	0	0	**0**	4	0	0	0	**4**
2:45	0	0	0	0	**0**	1	0	0	0	**1**
3:00	1	0	0	0	**1**	0	0	0	0	**0**
3:15	0	0	0	0	**0**	1	0	0	0	**1**
3:30	0	0	0	0	**0**	3	0	0	0	**3**
3:45	0	0	0	0	**0**	0	0	0	0	**0**
4:00	0	0	0	0	**0**	1	0	0	0	**1**
4:15	1	0	0	0	**1**	1	0	0	0	**1**
4:30	0	0	0	0	**0**	14	0	0	0	**14**
4:45	5	0	0	0	**5**	3	0	0	0	**3**
5:00	3	0	0	0	**3**	32	0	0	0	**32**
5:15	2	0	0	0	**2**	4	0	0	0	**4**
5:30	11	0	0	0	**11**	3	0	0	0	**3**
5:45	15	0	0	0	**15**	2	0	0	0	**2**
6:00	14	0	0	0	**14**	4	0	0	0	**4**
6:15	1	0	0	0	**1**	1	0	0	0	**1**
6:30	15	0	0	0	**15**	4	0	0	0	**4**
6:45	42	0	0	0	**42**	10	0	0	0	**10**
7:00	26	1	0	0	**27**	4	0	0	0	**4**
7:15	39	0	0	0	**39**	6	0	0	0	**6**
7:30	11	0	0	0	**11**	0	0	0	0	**0**
7:45	2	0	0	0	**2**	1	0	0	0	**1**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	1	0	0	0	**1**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	0	0	1	0	**1**
9:00	0	0	0	0	**0**	1	0	1	0	**2**
9:15	0	0	0	0	**0**	0	0	1	0	**1**
9:30	0	0	0	0	**0**	1	0	0	0	**1**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	0	0	0	0	**0**
10:15	0	0	0	0	**0**	0	0	0	0	**0**
10:30	0	0	0	0	**0**	0	0	0	0	**0**
10:45	0	0	0	0	**0**	3	0	0	0	**3**
11:00	7	0	0	0	**7**	1	0	0	0	**1**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE WEST DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	2	0	0	0	**2**	2	1	0	0	**3**
11:30	5	0	0	0	**5**	3	0	0	0	**3**
11:45	1	0	0	0	**1**	2	0	0	0	**2**
12:00	3	0	0	0	**3**	5	0	0	0	**5**
12:15	5	0	0	0	**5**	1	0	0	0	**1**
12:30	0	0	0	0	**0**	1	0	0	0	**1**
12:45	0	0	0	0	**0**	1	0	0	0	**1**
13:00	0	0	0	0	**0**	2	0	0	0	**2**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	1	0	0	0	**1**
13:45	0	0	0	0	**0**	1	0	0	0	**1**
14:00	0	0	0	0	**0**	0	0	0	0	**0**
14:15	0	0	0	0	**0**	0	0	0	0	**0**
14:30	0	0	0	0	**0**	3	0	0	0	**3**
14:45	0	0	0	0	**0**	1	0	0	0	**1**
15:00	0	0	0	0	**0**	1	0	0	0	**1**
15:15	0	0	0	0	**0**	0	0	0	0	**0**
15:30	0	0	0	0	**0**	1	0	0	0	**1**
15:45	0	0	0	0	**0**	1	0	0	0	**1**
16:00	0	0	0	0	**0**	4	0	0	0	**4**
16:15	0	0	0	0	**0**	1	0	0	0	**1**
16:30	0	0	0	0	**0**	8	0	0	0	**8**
16:45	0	0	0	0	**0**	1	0	0	0	**1**
17:00	0	0	0	0	**0**	1	0	0	0	**1**
17:15	11	0	0	0	**11**	3	0	0	0	**3**
17:30	10	0	0	0	**10**	25	0	0	0	**25**
17:45	34	0	0	0	**34**	4	0	0	0	**4**
18:00	20	0	0	0	**20**	35	0	0	0	**35**
18:15	35	0	0	0	**35**	27	0	0	0	**27**
18:30	20	0	0	0	**20**	4	0	0	0	**4**
18:45	5	0	0	0	**5**	1	0	0	0	**1**
19:00	1	0	0	0	**1**	0	0	0	0	**0**
19:15	0	0	0	0	**0**	1	0	0	0	**1**
19:30	0	0	0	0	**0**	1	0	0	0	**1**
19:45	0	0	0	0	**0**	0	0	0	0	**0**
20:00	0	0	0	0	**0**	0	0	0	0	**0**
20:15	0	0	0	0	**0**	1	0	0	0	**1**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	0	0	0	0	**0**
21:00	0	0	0	0	**0**	0	0	0	0	**0**
21:15	0	0	0	0	**0**	0	0	1	0	**1**
21:30	0	0	0	0	**0**	0	0	1	0	**1**
21:45	0	0	0	0	**0**	0	0	0	0	**0**
22:00	1	0	0	0	**1**	1	0	0	0	**1**
22:15	0	0	0	0	**0**	2	0	0	0	**2**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE WEST DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	1	0	0	0	**1**	0	0	0	0	**0**
22:45	3	0	0	0	**3**	4	0	0	0	**4**
23:00	1	0	0	0	**1**	6	0	0	0	**6**
23:15	2	0	0	0	**2**	7	0	0	0	**7**
23:30	6	0	0	0	**6**	1	0	0	0	**1**
23:45	6	0	0	0	**6**	2	0	0	0	**2**
	367	**1**	**0**	**0**	**368**	**278**	**1**	**5**	**0**	**284**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE EAST DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	0	0	0	**0**	3	0	0	0	**3**
0:15	0	0	0	0	**0**	1	0	0	0	**1**
0:30	0	0	0	0	**0**	1	0	0	0	**1**
0:45	0	0	0	0	**0**	0	0	0	0	**0**
1:00	0	0	0	0	**0**	1	0	0	0	**1**
1:15	0	0	0	0	**0**	2	0	0	0	**2**
1:30	0	0	0	0	**0**	0	0	0	0	**0**
1:45	0	0	0	0	**0**	2	0	0	0	**2**
2:00	0	0	0	0	**0**	4	0	0	0	**4**
2:15	0	0	0	0	**0**	23	0	0	0	**23**
2:30	0	0	0	0	**0**	2	0	0	0	**2**
2:45	0	0	0	0	**0**	2	0	0	0	**2**
3:00	1	0	0	0	**1**	3	0	0	0	**3**
3:15	0	0	0	0	**0**	1	0	0	0	**1**
3:30	0	0	0	0	**0**	2	0	0	0	**2**
3:45	0	0	0	0	**0**	5	0	0	0	**5**
4:00	0	0	0	0	**0**	1	0	0	0	**1**
4:15	2	0	0	0	**2**	4	0	0	0	**4**
4:30	13	0	0	0	**13**	59	0	0	0	**59**
4:45	11	0	0	0	**11**	23	0	0	0	**23**
5:00	7	0	0	0	**7**	76	0	0	0	**76**
5:15	10	0	0	0	**10**	26	0	0	0	**26**
5:30	6	0	0	0	**6**	6	0	0	0	**6**
5:45	21	0	0	0	**21**	4	0	0	0	**4**
6:00	7	0	0	0	**7**	5	0	0	0	**5**
6:15	20	0	0	0	**20**	5	0	0	0	**5**
6:30	108	0	0	0	**108**	25	0	0	0	**25**
6:45	78	0	0	0	**78**	17	0	0	0	**17**
7:00	43	0	0	0	**43**	7	0	0	0	**7**
7:15	79	0	0	0	**79**	14	0	0	0	**14**
7:30	7	0	0	0	**7**	7	0	0	0	**7**
7:45	3	0	0	0	**3**	4	0	0	0	**4**
8:00	0	0	0	0	**0**	0	0	0	0	**0**
8:15	0	0	0	0	**0**	0	0	0	0	**0**
8:30	0	0	0	0	**0**	0	0	0	0	**0**
8:45	0	0	0	0	**0**	1	0	0	0	**1**
9:00	0	0	0	0	**0**	1	0	0	0	**1**
9:15	0	0	0	0	**0**	0	0	0	0	**0**
9:30	0	0	0	0	**0**	1	0	0	0	**1**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	0	0	0	0	**0**	2	0	0	0	**2**
10:15	0	0	0	0	**0**	1	0	0	0	**1**
10:30	0	0	0	0	**0**	1	0	0	0	**1**
10:45	0	0	0	0	**0**	24	0	0	0	**24**
11:00	2	0	0	0	**2**	11	0	0	0	**11**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE EAST DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	2	0	0	0	**2**	5	0	0	0	**5**
11:30	2	0	0	0	**2**	19	0	0	0	**19**
11:45	5	0	0	0	**5**	9	0	0	0	**9**
12:00	10	0	0	0	**10**	26	0	0	0	**26**
12:15	11	0	0	0	**11**	6	0	0	0	**6**
12:30	1	0	0	0	**1**	7	0	0	0	**7**
12:45	0	0	0	0	**0**	1	0	0	0	**1**
13:00	0	0	0	0	**0**	1	0	0	0	**1**
13:15	0	0	0	0	**0**	0	0	0	0	**0**
13:30	0	0	0	0	**0**	3	0	0	0	**3**
13:45	0	0	0	0	**0**	5	0	0	0	**5**
14:00	0	0	0	0	**0**	3	0	0	0	**3**
14:15	0	0	0	0	**0**	2	0	0	0	**2**
14:30	0	0	0	0	**0**	7	0	0	0	**7**
14:45	0	0	0	0	**0**	6	0	0	0	**6**
15:00	0	0	0	0	**0**	1	0	0	0	**1**
15:15	0	0	0	0	**0**	1	0	0	0	**1**
15:30	0	0	0	0	**0**	2	0	0	0	**2**
15:45	0	0	0	0	**0**	4	0	0	0	**4**
16:00	0	0	0	0	**0**	6	0	0	0	**6**
16:15	0	0	0	0	**0**	8	0	0	0	**8**
16:30	1	0	0	0	**1**	24	0	0	0	**24**
16:45	1	0	0	0	**1**	6	0	0	0	**6**
17:00	19	0	0	0	**19**	3	0	0	0	**3**
17:15	36	0	0	0	**36**	7	0	0	0	**7**
17:30	60	0	0	0	**60**	52	0	0	0	**52**
17:45	74	0	0	0	**74**	23	0	0	0	**23**
18:00	70	0	0	0	**70**	76	0	0	0	**76**
18:15	74	0	0	0	**74**	35	0	0	0	**35**
18:30	11	0	0	0	**11**	13	0	0	0	**13**
18:45	0	0	0	0	**0**	5	0	0	0	**5**
19:00	0	0	0	0	**0**	1	0	0	0	**1**
19:15	0	0	0	0	**0**	0	0	0	0	**0**
19:30	0	0	0	0	**0**	0	0	0	0	**0**
19:45	0	0	0	0	**0**	1	0	0	0	**1**
20:00	0	0	0	0	**0**	1	0	0	0	**1**
20:15	0	0	0	0	**0**	0	0	0	0	**0**
20:30	0	0	0	0	**0**	0	0	0	0	**0**
20:45	0	0	0	0	**0**	1	0	0	0	**1**
21:00	3	0	0	0	**3**	3	0	0	0	**3**
21:15	0	0	0	0	**0**	1	0	0	0	**1**
21:30	0	0	0	0	**0**	0	0	0	0	**0**
21:45	0	0	0	0	**0**	11	0	0	0	**11**
22:00	5	0	0	0	**5**	13	0	0	0	**13**
22:15	4	0	0	0	**4**	6	0	0	0	**6**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
MIDDLE EAST DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	2	0	0	0	**2**	13	0	0	0	**13**
22:45	7	0	0	0	**7**	12	0	0	0	**12**
23:00	3	0	0	0	**3**	22	0	0	0	**22**
23:15	9	0	0	0	**9**	27	0	0	0	**27**
23:30	10	0	0	0	**10**	7	0	0	0	**7**
23:45	4	0	0	0	**4**	8	0	0	0	**8**
	842	**0**	**0**	**0**	**842**	**870**	**0**	**0**	**0**	**870**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
EAST DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	3	0	0	0	**3**	4	0	0	0	**4**
0:15	2	0	0	0	**2**	1	0	0	0	**1**
0:30	2	0	0	0	**2**	4	0	1	0	**5**
0:45	1	0	0	0	**1**	0	0	0	0	**0**
1:00	5	1	0	0	**6**	6	0	0	0	**6**
1:15	5	1	0	0	**6**	0	0	0	0	**0**
1:30	4	0	0	0	**4**	3	0	0	0	**3**
1:45	0	0	0	0	**0**	1	0	0	0	**1**
2:00	3	0	0	0	**3**	7	0	0	0	**7**
2:15	3	0	0	0	**3**	28	0	0	0	**28**
2:30	8	0	0	0	**8**	13	0	0	0	**13**
2:45	0	0	0	0	**0**	0	0	0	0	**0**
3:00	0	0	0	0	**0**	0	0	0	0	**0**
3:15	3	0	0	0	**3**	2	0	0	0	**2**
3:30	0	0	0	0	**0**	9	1	0	0	**10**
3:45	0	0	0	0	**0**	64	0	0	0	**64**
4:00	1	0	0	0	**1**	15	1	0	0	**16**
4:15	0	0	0	0	**0**	6	0	0	0	**6**
4:30	0	0	0	0	**0**	11	0	0	0	**11**
4:45	3	0	0	0	**3**	4	0	0	0	**4**
5:00	2	0	0	0	**2**	16	0	0	0	**16**
5:15	1	0	0	0	**1**	9	0	0	0	**9**
5:30	1	0	0	0	**1**	6	0	0	0	**6**
5:45	7	0	0	0	**7**	2	0	0	0	**2**
6:00	2	0	0	0	**2**	4	0	0	0	**4**
6:15	3	0	0	0	**3**	0	0	0	0	**0**
6:30	21	1	0	0	**22**	3	1	0	0	**4**
6:45	57	0	0	0	**57**	5	0	0	0	**5**
7:00	22	0	0	0	**22**	10	0	0	0	**10**
7:15	6	0	0	0	**6**	7	0	0	0	**7**
7:30	1	0	0	0	**1**	2	0	0	0	**2**
7:45	3	0	0	0	**3**	1	0	0	0	**1**
8:00	11	0	0	0	**11**	3	0	0	0	**3**
8:15	7	0	0	0	**7**	3	0	0	0	**3**
8:30	3	0	0	0	**3**	3	0	0	0	**3**
8:45	9	0	0	0	**9**	2	0	0	0	**2**
9:00	3	0	0	0	**3**	3	1	0	0	**4**
9:15	2	1	0	0	**3**	0	0	0	0	**0**
9:30	6	0	0	0	**6**	2	0	0	0	**2**
9:45	0	0	0	0	**0**	0	0	0	0	**0**
10:00	3	0	0	0	**3**	1	0	0	0	**1**
10:15	7	0	0	0	**7**	1	0	0	0	**1**
10:30	8	0	0	0	**8**	0	0	0	0	**0**
10:45	13	0	0	0	**13**	8	0	0	0	**8**
11:00	5	0	0	0	**5**	6	0	0	0	**6**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
EAST DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	0	0	0	0	**0**	1	0	0	0	**1**
11:30	6	0	0	0	**6**	7	0	0	0	**7**
11:45	3	0	0	0	**3**	4	0	0	0	**4**
12:00	35	0	0	0	**35**	78	0	0	0	**78**
12:15	36	0	0	0	**36**	0	0	0	0	**0**
12:30	22	0	0	0	**22**	11	0	0	0	**11**
12:45	8	0	0	0	**8**	5	0	0	0	**5**
13:00	7	0	0	0	**7**	2	0	0	0	**2**
13:15	5	0	0	0	**5**	3	0	0	0	**3**
13:30	13	0	0	0	**13**	10	0	0	0	**10**
13:45	3	0	0	0	**3**	4	0	0	0	**4**
14:00	4	0	0	0	**4**	9	0	0	0	**9**
14:15	1	0	1	0	**2**	2	0	0	0	**2**
14:30	5	0	0	0	**5**	3	0	0	0	**3**
14:45	3	0	0	0	**3**	4	0	0	0	**4**
15:00	4	0	0	0	**4**	6	0	0	0	**6**
15:15	3	0	0	0	**3**	6	0	0	0	**6**
15:30	7	0	0	0	**7**	4	0	0	0	**4**
15:45	6	0	0	0	**6**	8	0	0	0	**8**
16:00	15	0	0	0	**15**	9	0	0	0	**9**
16:15	14	0	0	0	**14**	5	0	0	0	**5**
16:30	44	0	0	0	**44**	8	0	0	0	**8**
16:45	36	0	0	0	**36**	68	0	0	0	**68**
17:00	5	0	0	0	**5**	47	0	0	0	**47**
17:15	15	0	0	0	**15**	9	0	0	0	**9**
17:30	36	0	0	0	**36**	26	0	0	0	**26**
17:45	57	0	0	0	**57**	12	0	0	0	**12**
18:00	10	0	0	0	**10**	32	0	0	0	**32**
18:15	7	0	0	0	**7**	13	0	0	0	**13**
18:30	0	0	0	0	**0**	5	0	0	0	**5**
18:45	1	0	0	0	**1**	2	0	0	0	**2**
19:00	2	0	0	0	**2**	2	0	0	0	**2**
19:15	5	0	0	0	**5**	5	0	0	0	**5**
19:30	3	0	0	0	**3**	3	0	0	0	**3**
19:45	3	0	0	0	**3**	2	0	0	0	**2**
20:00	1	0	0	0	**1**	2	0	0	0	**2**
20:15	7	0	0	0	**7**	1	0	0	0	**1**
20:30	2	0	0	0	**2**	2	0	0	0	**2**
20:45	5	0	0	0	**5**	0	0	0	0	**0**
21:00	13	0	0	0	**13**	3	0	0	0	**3**
21:15	29	0	0	0	**29**	2	0	0	0	**2**
21:30	16	0	0	0	**16**	5	0	0	0	**5**
21:45	7	1	0	0	**8**	6	0	0	0	**6**
22:00	1	0	0	0	**1**	11	0	0	0	**11**
22:15	4	0	0	0	**4**	3	1	0	0	**4**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
EAST DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	5	0	0	0	**5**	7	1	0	0	**8**
22:45	10	0	0	0	**10**	5	0	0	0	**5**
23:00	23	0	0	0	**23**	76	1	0	0	**77**
23:15	34	0	0	0	**34**	25	0	0	0	**25**
23:30	7	2	0	0	**9**	9	0	0	0	**9**
23:45	1	1	0	0	**2**	8	0	0	0	**8**
	835	**8**	**1**	**0**	**844**	**855**	**7**	**1**	**0**	**863**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
TOTAL DRIVEWAYS
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	3	0	1	2	**6**	8	0	1	0	**9**
0:15	2	0	0	0	**2**	3	0	1	0	**4**
0:30	2	2	1	2	**7**	6	0	2	0	**8**
0:45	1	1	1	1	**4**	0	0	0	0	**0**
1:00	5	2	1	2	**10**	7	0	0	0	**7**
1:15	5	1	1	2	**9**	2	0	1	0	**3**
1:30	4	0	1	0	**5**	4	0	0	0	**4**
1:45	0	0	1	1	**2**	3	0	0	0	**3**
2:00	3	0	1	4	**8**	11	0	0	0	**11**
2:15	3	0	2	5	**10**	56	4	1	2	**63**
2:30	8	0	0	1	**9**	19	0	1	2	**22**
2:45	0	0	2	1	**3**	5	0	0	0	**5**
3:00	2	0	0	0	**2**	3	0	0	0	**3**
3:15	4	0	0	1	**5**	6	0	0	2	**8**
3:30	0	0	0	1	**1**	14	1	0	2	**17**
3:45	0	0	0	2	**2**	69	0	0	1	**70**
4:00	1	0	0	1	**2**	17	1	1	0	**19**
4:15	3	0	0	0	**3**	11	0	0	2	**13**
4:30	14	0	0	0	**14**	84	0	1	1	**86**
4:45	20	0	1	1	**22**	31	0	1	0	**32**
5:00	12	0	0	1	**13**	124	0	0	1	**125**
5:15	14	0	0	0	**14**	40	0	1	2	**43**
5:30	18	0	1	0	**19**	15	0	0	0	**15**
5:45	43	0	0	2	**45**	10	0	0	1	**11**
6:00	23	0	0	0	**23**	13	0	0	0	**13**
6:15	24	0	0	0	**24**	6	0	0	0	**6**
6:30	144	1	1	0	**146**	33	1	1	0	**35**
6:45	177	0	1	2	**180**	32	0	0	0	**32**
7:00	91	1	0	0	**92**	21	0	1	0	**22**
7:15	124	0	1	0	**125**	27	0	0	0	**27**
7:30	19	1	0	5	**25**	9	0	2	2	**13**
7:45	8	0	0	0	**8**	6	0	0	0	**6**
8:00	11	0	0	2	**13**	3	0	1	0	**4**
8:15	7	0	0	0	**7**	4	1	3	1	**9**
8:30	3	0	0	0	**3**	3	0	1	0	**4**
8:45	9	0	1	1	**11**	3	0	2	0	**5**
9:00	4	0	0	2	**6**	5	1	1	1	**8**
9:15	2	1	3	1	**7**	0	0	1	1	**2**
9:30	7	0	0	2	**9**	4	0	0	1	**5**
9:45	0	0	2	2	**4**	1	0	2	0	**3**
10:00	8	0	1	2	**11**	4	1	1	3	**9**
10:15	7	0	0	1	**8**	2	0	0	1	**3**
10:30	8	0	0	1	**9**	1	0	1	0	**2**
10:45	13	0	2	2	**17**	38	0	0	5	**43**
11:00	14	0	1	3	**18**	18	0	1	3	**22**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
TOTAL DRIVEWAYS
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	4	0	2	0	**6**	8	1	0	1	**10**
11:30	13	0	0	0	**13**	29	0	0	1	**30**
11:45	9	0	1	3	**13**	15	0	0	0	**15**
12:00	48	0	0	2	**50**	110	0	0	5	**115**
12:15	53	0	0	0	**53**	8	0	0	4	**12**
12:30	24	0	0	1	**25**	19	0	0	2	**21**
12:45	8	3	0	0	**11**	7	0	0	1	**8**
13:00	9	2	0	1	**12**	6	0	0	1	**7**
13:15	5	0	0	1	**6**	4	0	0	1	**5**
13:30	13	0	0	1	**14**	15	0	0	0	**15**
13:45	4	0	0	0	**4**	10	0	0	1	**11**
14:00	4	1	1	3	**9**	12	0	0	0	**12**
14:15	1	0	1	1	**3**	4	5	1	2	**12**
14:30	5	0	0	1	**6**	14	0	0	2	**16**
14:45	3	0	0	0	**3**	11	0	1	1	**13**
15:00	4	0	0	1	**5**	8	0	0	1	**9**
15:15	3	0	0	1	**4**	7	0	0	1	**8**
15:30	7	0	1	0	**8**	7	0	0	0	**7**
15:45	6	0	2	0	**8**	13	0	1	0	**14**
16:00	16	0	1	3	**20**	19	0	0	3	**22**
16:15	15	0	0	3	**18**	15	0	0	0	**15**
16:30	46	0	1	2	**49**	40	0	1	0	**41**
16:45	37	0	0	1	**38**	77	0	0	1	**78**
17:00	24	0	2	2	**28**	53	0	0	0	**53**
17:15	62	0	0	0	**62**	19	0	2	2	**23**
17:30	106	0	0	2	**108**	103	0	0	3	**106**
17:45	165	0	0	1	**166**	39	0	1	0	**40**
18:00	100	0	0	2	**102**	147	0	0	0	**147**
18:15	116	0	1	1	**118**	77	0	1	1	**79**
18:30	31	0	1	0	**32**	22	0	0	2	**24**
18:45	6	1	1	1	**9**	9	0	1	2	**12**
19:00	3	0	0	0	**3**	4	0	0	1	**5**
19:15	5	0	1	0	**6**	6	0	0	0	**6**
19:30	3	0	0	2	**5**	4	0	2	0	**6**
19:45	3	0	0	2	**5**	3	0	1	0	**4**
20:00	1	0	0	2	**3**	3	0	0	1	**4**
20:15	7	0	0	0	**7**	2	0	0	0	**2**
20:30	2	0	0	1	**3**	2	0	0	1	**3**
20:45	6	0	0	1	**7**	1	0	0	1	**2**
21:00	16	0	1	1	**18**	6	0	0	2	**8**
21:15	32	1	2	0	**35**	5	0	2	0	**7**
21:30	17	1	1	2	**21**	6	0	1	3	**10**
21:45	11	1	0	0	**12**	20	1	0	1	**22**
22:00	7	0	1	1	**9**	25	0	0	2	**27**
22:15	8	0	0	0	**8**	11	3	1	1	**16**

City of San Bernardino
Driveway Counts
1910 E. Central Avenue, San Bernardino, CA
TOTAL DRIVEWAYS
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	8	0	0	1	**9**	20	1	0	0	**21**
22:45	20	0	1	0	**21**	24	0	0	4	**28**
23:00	27	0	0	2	**29**	104	1	0	4	**109**
23:15	45	0	0	1	**46**	59	0	0	0	**59**
23:30	23	2	0	3	**28**	17	0	1	0	**18**
23:45	11	1	0	0	**12**	18	0	0	0	**18**
	2072	**23**	**49**	**109**	**2253**	**2048**	**22**	**46**	**93**	**2209**

City of San Bernardino
Driveway Counts
2020 E. Central Avenue, San Bernardino, CA
MAIN DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	5	4	2	2	**13**	2	0	2	1	**5**
0:15	0	1	1	0	**2**	3	5	0	1	**9**
0:30	1	1	3	2	**7**	2	9	1	4	**16**
0:45	0	5	1	1	**7**	2	5	0	4	**11**
1:00	1	3	4	3	**11**	3	1	1	2	**7**
1:15	4	6	0	4	**14**	2	4	1	2	**9**
1:30	0	14	0	3	**17**	2	2	2	0	**6**
1:45	3	20	1	1	**25**	1	1	1	1	**4**
2:00	5	22	1	0	**28**	5	0	2	8	**15**
2:15	1	15	2	0	**18**	8	1	1	1	**11**
2:30	3	15	2	0	**20**	22	9	2	3	**36**
2:45	3	3	1	0	**7**	37	9	1	5	**52**
3:00	3	3	2	1	**9**	18	19	0	3	**40**
3:15	1	1	0	2	**4**	10	21	0	0	**31**
3:30	1	1	0	2	**4**	14	21	2	1	**38**
3:45	2	0	0	1	**3**	8	18	2	2	**30**
4:00	2	0	1	0	**3**	11	7	0	0	**18**
4:15	2	1	2	1	**6**	0	1	1	0	**2**
4:30	1	1	0	2	**4**	17	0	0	0	**17**
4:45	1	1	1	0	**3**	6	2	0	1	**9**
5:00	1	1	1	1	**4**	6	1	2	1	**10**
5:15	1	0	0	3	**4**	2	0	2	2	**6**
5:30	4	0	0	5	**9**	0	0	1	2	**3**
5:45	16	0	0	2	**18**	6	1	1	1	**9**
6:00	10	0	1	0	**11**	4	1	1	1	**7**
6:15	15	0	0	1	**16**	4	0	1	1	**6**
6:30	49	0	0	0	**49**	6	0	0	0	**6**
6:45	74	0	0	2	**76**	11	0	0	2	**13**
7:00	27	1	0	2	**30**	5	0	0	0	**5**
7:15	7	0	1	1	**9**	2	0	2	0	**4**
7:30	4	1	3	1	**9**	22	0	1	1	**24**
7:45	6	0	0	1	**7**	4	0	1	4	**9**
8:00	8	0	0	1	**9**	1	1	0	1	**3**
8:15	5	2	2	1	**10**	2	0	1	1	**4**
8:30	6	0	0	1	**7**	3	0	0	0	**3**
8:45	6	2	1	3	**12**	1	2	2	2	**7**
9:00	7	0	2	0	**9**	9	0	4	1	**14**
9:15	2	1	0	1	**4**	2	0	0	1	**3**
9:30	12	1	1	1	**15**	3	0	2	0	**5**
9:45	17	1	0	2	**20**	5	1	0	1	**7**
10:00	4	0	1	2	**7**	13	0	0	0	**13**
10:15	3	1	0	0	**4**	4	1	1	2	**8**
10:30	4	0	0	2	**6**	2	1	0	1	**4**
10:45	9	0	3	2	**14**	11	0	3	0	**14**
11:00	8	1	3	1	**13**	15	1	2	1	**19**

City of San Bernardino
Driveway Counts
2020 E. Central Avenue, San Bernardino, CA
MAIN DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	10	0	0	1	**11**	64	1	0	1	**66**
11:30	11	0	0	3	**14**	40	0	0	3	**43**
11:45	25	1	0	2	**28**	16	0	0	0	**16**
12:00	41	0	0	3	**44**	9	0	1	0	**10**
12:15	67	0	0	3	**70**	22	2	0	0	**24**
12:30	12	1	2	2	**17**	7	2	0	2	**11**
12:45	16	1	0	2	**19**	4	1	2	4	**11**
13:00	7	0	0	1	**8**	15	0	1	1	**17**
13:15	7	0	0	4	**11**	9	0	1	1	**11**
13:30	6	0	0	2	**8**	5	0	0	1	**6**
13:45	9	0	4	0	**13**	4	1	1	4	**10**
14:00	7	0	1	0	**8**	8	0	0	3	**11**
14:15	11	0	1	1	**13**	7	0	2	2	**11**
14:30	4	0	0	2	**6**	15	0	0	0	**15**
14:45	5	1	0	2	**8**	13	0	0	1	**14**
15:00	3	1	1	1	**6**	15	0	2	2	**19**
15:15	6	1	0	3	**10**	17	0	0	0	**17**
15:30	0	0	0	3	**3**	3	1	1	2	**7**
15:45	2	0	1	3	**6**	11	1	1	5	**18**
16:00	2	0	1	0	**3**	11	0	0	1	**12**
16:15	5	1	2	1	**9**	13	0	1	3	**17**
16:30	9	0	1	0	**10**	83	0	2	3	**88**
16:45	16	0	1	0	**17**	42	0	0	1	**43**
17:00	15	0	1	1	**17**	20	1	0	0	**21**
17:15	23	0	0	3	**26**	9	0	0	1	**10**
17:30	61	0	1	2	**64**	28	0	1	1	**30**
17:45	83	1	0	1	**85**	25	1	2	0	**28**
18:00	16	0	0	2	**18**	26	0	1	0	**27**
18:15	5	0	0	2	**7**	24	0	0	0	**24**
18:30	0	0	1	4	**5**	4	0	0	4	**8**
18:45	4	0	0	2	**6**	7	0	0	1	**8**
19:00	2	0	1	0	**3**	2	0	4	0	**6**
19:15	2	0	1	2	**5**	3	0	0	0	**3**
19:30	1	0	2	0	**3**	4	0	1	2	**7**
19:45	2	0	1	0	**3**	0	0	0	2	**2**
20:00	3	0	2	1	**6**	1	0	3	2	**6**
20:15	1	1	3	1	**6**	5	0	0	3	**8**
20:30	2	2	1	1	**6**	4	0	0	1	**5**
20:45	5	0	2	4	**11**	4	0	1	1	**6**
21:00	2	3	1	2	**8**	3	0	0	0	**3**
21:15	1	8	1	4	**14**	3	1	0	2	**6**
21:30	2	7	0	0	**9**	1	0	0	3	**4**
21:45	3	2	2	0	**7**	1	0	1	0	**2**
22:00	9	3	1	2	**15**	5	1	0	2	**8**
22:15	6	1	2	1	**10**	14	7	1	2	**24**

City of San Bernardino
Driveway Counts
2020 E. Central Avenue, San Bernardino, CA
MAIN DRIVEWAY
9/19/2017
Tuesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	10	1	0	2	**13**	2	3	0	7	**12**
22:45	37	6	3	0	**46**	1	4	3	2	**10**
23:00	58	6	0	1	**65**	111	5	0	3	**119**
23:15	54	8	2	1	**65**	37	1	1	2	**41**
23:30	5	7	2	0	**14**	13	1	0	3	**17**
23:45	0	3	2	0	**5**	1	0	1	2	**4**
	1037	**195**	**90**	**139**	**1461**	**1107**	**179**	**81**	**151**	**1518**

City of San Bernardino
Driveway Counts
2020 E. Central Avenue, San Bernardino, CA
MAIN DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	1	2	2	1	**6**	8	0	1	2	**11**
0:15	1	2	1	1	**5**	1	5	0	0	**6**
0:30	1	1	0	0	**2**	3	11	1	2	**17**
0:45	6	1	3	4	**14**	2	7	0	2	**11**
1:00	2	4	6	1	**13**	0	3	0	2	**5**
1:15	3	6	0	0	**9**	1	1	0	2	**4**
1:30	0	11	0	2	**13**	9	1	0	1	**11**
1:45	0	15	0	2	**17**	2	0	0	0	**2**
2:00	3	23	0	3	**29**	13	1	1	1	**16**
2:15	3	13	0	1	**17**	11	0	0	9	**20**
2:30	3	21	1	0	**25**	10	1	1	0	**12**
2:45	2	7	0	0	**9**	19	1	0	0	**20**
3:00	3	2	1	3	**9**	26	22	1	7	**56**
3:15	7	1	0	1	**9**	15	10	1	3	**29**
3:30	5	1	0	1	**7**	63	32	0	1	**96**
3:45	8	0	0	1	**9**	26	24	4	1	**55**
4:00	1	0	0	0	**1**	18	16	0	0	**34**
4:15	2	0	0	2	**4**	5	8	1	0	**14**
4:30	0	1	0	2	**3**	21	2	1	1	**25**
4:45	2	1	1	1	**5**	7	1	1	1	**10**
5:00	4	0	1	0	**5**	15	0	3	3	**21**
5:15	1	0	0	3	**4**	5	1	1	0	**7**
5:30	6	0	1	0	**7**	5	0	2	0	**7**
5:45	22	1	0	1	**24**	3	0	1	0	**4**
6:00	8	0	0	1	**9**	5	0	0	2	**7**
6:15	12	1	0	0	**13**	5	0	4	1	**10**
6:30	43	0	0	2	**45**	9	0	0	0	**9**
6:45	76	0	0	0	**76**	11	0	0	1	**12**
7:00	30	0	0	0	**30**	14	0	0	0	**14**
7:15	6	0	0	0	**6**	2	0	0	0	**2**
7:30	4	0	2	0	**6**	0	0	0	1	**1**
7:45	5	0	0	2	**7**	3	0	1	0	**4**
8:00	5	0	2	2	**9**	1	0	0	0	**1**
8:15	6	1	0	0	**7**	6	0	2	0	**8**
8:30	13	1	0	0	**14**	5	2	1	0	**8**
8:45	0	0	0	1	**1**	1	1	0	1	**3**
9:00	6	1	0	2	**9**	7	0	1	0	**8**
9:15	1	0	1	3	**5**	2	0	1	0	**3**
9:30	6	1	0	3	**10**	0	1	1	0	**2**
9:45	5	0	0	1	**6**	8	0	2	2	**12**
10:00	8	1	0	3	**12**	12	1	0	1	**14**
10:15	3	0	2	0	**5**	7	1	3	2	**13**
10:30	2	0	2	2	**6**	1	0	0	2	**3**
10:45	9	0	2	2	**13**	40	0	1	1	**42**
11:00	9	0	0	2	**11**	22	1	0	1	**24**

City of San Bernardino
Driveway Counts
2020 E. Central Avenue, San Bernardino, CA
MAIN DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	12	0	1	1	**14**	24	1	1	2	**28**
11:30	6	0	0	3	**9**	13	0	1	1	**15**
11:45	11	0	1	2	**14**	8	0	0	1	**9**
12:00	44	0	1	2	**47**	12	1	0	0	**13**
12:15	76	1	1	1	**79**	17	0	2	0	**19**
12:30	14	0	3	3	**20**	15	0	2	2	**19**
12:45	8	0	2	2	**12**	5	0	3	4	**12**
13:00	5	1	4	2	**12**	8	0	2	3	**13**
13:15	11	2	0	1	**14**	10	0	3	1	**14**
13:30	5	0	0	4	**9**	6	1	1	4	**12**
13:45	11	0	2	2	**15**	4	0	1	0	**5**
14:00	3	0	1	1	**5**	7	0	1	1	**9**
14:15	5	1	0	1	**7**	7	0	0	0	**7**
14:30	7	1	0	3	**11**	34	1	4	2	**41**
14:45	5	0	2	2	**9**	17	2	2	1	**22**
15:00	8	2	3	0	**13**	14	0	1	3	**18**
15:15	8	0	0	1	**9**	7	1	0	5	**13**
15:30	3	0	1	1	**5**	18	0	0	2	**20**
15:45	2	0	1	2	**5**	4	1	1	0	**6**
16:00	4	0	2	0	**6**	8	0	1	3	**12**
16:15	2	0	1	2	**5**	5	0	0	4	**9**
16:30	11	0	0	0	**11**	11	1	0	0	**12**
16:45	10	0	0	3	**13**	10	0	2	2	**14**
17:00	9	0	2	1	**12**	19	0	0	1	**20**
17:15	23	0	0	0	**23**	9	0	1	0	**10**
17:30	55	1	1	1	**58**	43	0	3	1	**47**
17:45	85	1	1	1	**88**	27	1	0	0	**28**
18:00	29	0	0	3	**32**	25	0	1	1	**27**
18:15	5	0	0	0	**5**	16	1	1	1	**19**
18:30	1	0	1	2	**4**	6	0	2	3	**11**
18:45	1	0	0	2	**3**	6	0	0	1	**7**
19:00	0	0	0	0	**0**	8	0	0	0	**8**
19:15	6	0	2	1	**9**	2	0	2	0	**4**
19:30	4	1	1	2	**8**	1	1	0	2	**4**
19:45	5	0	2	1	**8**	6	2	0	2	**10**
20:00	5	0	0	1	**6**	4	0	1	3	**8**
20:15	3	1	0	2	**6**	5	0	2	0	**7**
20:30	3	0	1	1	**5**	7	0	0	2	**9**
20:45	3	3	1	4	**11**	4	1	0	1	**6**
21:00	3	4	3	4	**14**	0	0	1	2	**3**
21:15	6	6	3	3	**18**	1	0	4	0	**5**
21:30	3	9	0	0	**12**	12	0	0	1	**13**
21:45	5	2	0	2	**9**	3	0	0	1	**4**
22:00	7	3	3	2	**15**	16	3	0	2	**21**
22:15	10	1	0	0	**11**	10	6	0	5	**21**

City of San Bernardino
Driveway Counts
2020 E. Central Avenue, San Bernardino, CA
MAIN DRIVEWAY
9/20/2017
Wednesday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	20	1	1	1	**23**	14	10	0	6	**30**
22:45	24	4	1	1	**30**	16	5	0	1	**22**
23:00	61	8	1	0	**70**	69	2	2	3	**76**
23:15	51	5	1	0	**57**	20	1	0	0	**21**
23:30	14	11	2	2	**29**	16	0	0	1	**17**
23:45	6	2	1	0	**9**	3	1	0	1	**5**
	1061	**190**	**82**	**132**	**1465**	**1081**	**197**	**85**	**135**	**1498**

City of San Bernardino
Driveway Counts
2020 E. Central Avenue, San Bernardino, CA
MAIN DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	2	0	1	1	**4**	7	2	2	3	**14**
0:15	4	2	0	3	**9**	5	5	0	1	**11**
0:30	2	0	0	5	**7**	3	7	1	4	**15**
0:45	3	2	4	3	**12**	1	4	0	3	**8**
1:00	4	7	1	1	**13**	4	9	3	1	**17**
1:15	5	6	0	3	**14**	6	6	0	1	**13**
1:30	5	11	1	2	**19**	24	1	0	2	**27**
1:45	5	22	2	2	**31**	12	1	0	2	**15**
2:00	3	18	0	3	**24**	10	0	1	6	**17**
2:15	4	21	0	0	**25**	11	0	3	1	**15**
2:30	3	16	0	0	**19**	10	10	0	3	**23**
2:45	0	5	0	2	**7**	6	17	0	5	**28**
3:00	7	1	1	2	**11**	18	30	0	0	**48**
3:15	2	0	1	3	**6**	21	28	1	0	**50**
3:30	2	1	0	1	**4**	17	22	2	2	**43**
3:45	1	0	0	3	**4**	15	5	0	2	**22**
4:00	2	0	1	0	**3**	12	1	3	1	**17**
4:15	3	0	0	2	**5**	3	0	0	0	**3**
4:30	1	0	2	3	**6**	9	0	1	0	**10**
4:45	0	0	0	1	**1**	4	2	1	2	**9**
5:00	2	0	1	2	**5**	11	0	3	0	**14**
5:15	6	0	0	2	**8**	1	0	0	3	**4**
5:30	6	0	0	6	**12**	10	0	1	3	**14**
5:45	8	1	2	3	**14**	0	0	2	1	**3**
6:00	10	0	0	1	**11**	3	0	2	1	**6**
6:15	9	0	0	0	**9**	3	0	0	1	**4**
6:30	22	0	1	1	**24**	6	0	0	1	**7**
6:45	63	0	0	5	**68**	15	0	0	0	**15**
7:00	23	0	2	1	**26**	9	0	1	1	**11**
7:15	8	0	1	1	**10**	3	0	2	2	**7**
7:30	3	0	0	0	**3**	1	0	0	1	**2**
7:45	3	1	1	3	**8**	0	0	0	0	**0**
8:00	4	0	0	2	**6**	2	1	0	0	**3**
8:15	2	0	0	2	**4**	1	0	1	1	**3**
8:30	9	0	1	1	**11**	3	0	0	2	**5**
8:45	7	1	0	3	**11**	2	1	3	1	**7**
9:00	8	2	1	1	**12**	1	0	0	2	**3**
9:15	5	1	0	2	**8**	6	1	3	1	**11**
9:30	10	2	0	0	**12**	3	1	1	3	**8**
9:45	13	0	0	3	**16**	8	0	1	0	**9**
10:00	1	0	0	0	**1**	17	1	0	0	**18**
10:15	4	1	1	3	**9**	3	2	2	0	**7**
10:30	5	0	1	1	**7**	13	2	0	1	**16**
10:45	4	0	0	1	**5**	14	0	1	4	**19**
11:00	6	1	1	3	**11**	18	0	0	0	**18**

City of San Bernardino
Driveway Counts
2020 E. Central Avenue, San Bernardino, CA
MAIN DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	5	0	0	1	**6**	5	0	1	1	**7**
11:30	16	1	0	4	**21**	73	0	2	2	**77**
11:45	22	0	1	1	**24**	21	1	0	1	**23**
12:00	51	0	3	3	**57**	33	0	2	1	**36**
12:15	63	1	1	2	**67**	20	0	1	1	**22**
12:30	8	0	1	2	**11**	6	1	3	1	**11**
12:45	6	0	0	3	**9**	8	0	1	0	**9**
13:00	6	1	0	2	**9**	8	0	0	1	**9**
13:15	9	0	0	2	**11**	14	1	0	1	**16**
13:30	10	0	0	2	**12**	5	0	1	3	**9**
13:45	6	0	1	1	**8**	3	2	0	3	**8**
14:00	8	0	2	1	**11**	7	1	1	0	**9**
14:15	3	0	1	2	**6**	10	0	0	4	**14**
14:30	2	0	0	2	**4**	7	0	0	2	**9**
14:45	2	1	1	2	**6**	6	0	2	4	**12**
15:00	5	0	1	0	**6**	1	0	1	0	**2**
15:15	0	1	2	1	**4**	4	1	2	1	**8**
15:30	3	0	0	2	**5**	8	0	1	0	**9**
15:45	2	0	0	2	**4**	6	0	0	3	**9**
16:00	2	1	0	3	**6**	8	0	0	0	**8**
16:15	2	0	1	3	**6**	3	0	2	2	**7**
16:30	5	1	2	1	**9**	8	2	1	1	**12**
16:45	10	0	0	3	**13**	10	0	0	0	**10**
17:00	7	0	2	1	**10**	9	0	0	4	**13**
17:15	16	1	2	1	**20**	17	0	0	2	**19**
17:30	56	0	0	3	**59**	42	1	0	4	**47**
17:45	83	1	0	5	**89**	44	1	1	2	**48**
18:00	15	0	0	1	**16**	28	0	1	2	**31**
18:15	5	0	1	2	**8**	12	0	1	3	**16**
18:30	4	0	0	4	**8**	12	0	2	0	**14**
18:45	2	0	1	2	**5**	5	0	1	3	**9**
19:00	0	0	0	2	**2**	4	0	1	5	**10**
19:15	0	0	0	2	**2**	0	0	3	1	**4**
19:30	2	0	0	3	**5**	5	0	1	0	**6**
19:45	3	0	0	5	**8**	3	0	1	1	**5**
20:00	2	0	0	0	**2**	1	0	0	5	**6**
20:15	1	0	0	2	**3**	1	0	1	1	**3**
20:30	2	1	3	2	**8**	0	0	0	2	**2**
20:45	3	2	3	3	**11**	3	0	0	1	**4**
21:00	3	4	1	3	**11**	0	0	1	0	**1**
21:15	1	6	1	6	**14**	1	0	2	4	**7**
21:30	6	8	1	1	**16**	5	0	0	4	**9**
21:45	4	3	0	3	**10**	15	0	0	5	**20**
22:00	5	1	2	0	**8**	17	3	1	2	**23**
22:15	7	1	1	2	**11**	6	5	0	6	**17**

City of San Bernardino
Driveway Counts
2020 E. Central Avenue, San Bernardino, CA
MAIN DRIVEWAY
9/21/2017
Thursday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	9	7	0	0	**16**	1	6	0	3	**10**
22:45	33	7	0	3	**43**	28	6	0	6	**40**
23:00	62	6	1	1	**70**	59	3	0	2	**64**
23:15	64	8	2	1	**75**	16	6	1	0	**23**
23:30	9	6	0	3	**18**	9	0	0	1	**10**
23:45	6	2	0	1	**9**	8	0	0	0	**8**
	955	**193**	**65**	**194**	**1407**	**976**	**199**	**80**	**169**	**1424**

City of San Bernardino
Driveway Counts
2020 E. Central Avenue, San Bernardino, CA
MAIN DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	0	1	2	1	**4**	1	7	0	1	**9**
0:15	1	1	2	2	**6**	3	6	0	0	**9**
0:30	0	0	1	0	**1**	1	9	0	1	**11**
0:45	2	4	4	1	**11**	1	5	0	2	**8**
1:00	2	3	2	3	**10**	2	2	1	1	**6**
1:15	4	4	0	2	**10**	5	2	0	3	**10**
1:30	2	13	0	5	**20**	3	1	0	1	**5**
1:45	4	19	0	0	**23**	3	1	2	1	**7**
2:00	3	21	2	1	**27**	7	0	1	2	**10**
2:15	3	21	0	0	**24**	5	1	1	5	**12**
2:30	1	19	2	1	**23**	11	1	1	1	**14**
2:45	1	7	0	1	**9**	1	2	1	3	**7**
3:00	1	2	0	1	**4**	33	19	0	9	**61**
3:15	3	0	0	2	**5**	25	26	2	1	**54**
3:30	2	3	2	2	**9**	25	26	1	2	**54**
3:45	3	0	0	3	**6**	15	24	1	1	**41**
4:00	3	1	0	2	**6**	13	4	3	1	**21**
4:15	1	0	0	1	**2**	8	8	1	2	**19**
4:30	1	0	0	3	**4**	13	0	1	0	**14**
4:45	2	0	0	0	**2**	2	0	1	0	**3**
5:00	1	0	0	1	**2**	12	0	1	1	**14**
5:15	2	0	0	2	**4**	4	0	1	0	**5**
5:30	7	0	1	1	**9**	8	0	3	0	**11**
5:45	13	0	0	1	**14**	6	0	1	0	**7**
6:00	7	0	0	1	**8**	6	0	0	0	**6**
6:15	9	0	0	1	**10**	7	0	1	0	**8**
6:30	36	0	0	0	**36**	10	0	2	0	**12**
6:45	62	0	1	0	**63**	8	0	1	0	**9**
7:00	12	1	1	1	**15**	4	0	0	0	**4**
7:15	4	0	0	3	**7**	4	0	0	1	**5**
7:30	0	0	0	0	**0**	3	0	1	0	**4**
7:45	3	1	0	1	**5**	2	0	0	0	**2**
8:00	3	0	0	3	**6**	0	0	1	1	**2**
8:15	4	0	0	0	**4**	4	0	0	1	**5**
8:30	1	0	1	1	**3**	4	0	0	2	**6**
8:45	4	1	0	1	**6**	2	0	1	2	**5**
9:00	0	0	1	3	**4**	1	0	2	0	**3**
9:15	0	0	1	3	**4**	1	0	1	0	**2**
9:30	0	0	0	1	**1**	2	0	0	2	**4**
9:45	3	0	3	2	**8**	3	0	1	3	**7**
10:00	3	0	0	1	**4**	1	0	2	1	**4**
10:15	1	0	0	1	**2**	0	0	0	0	**0**
10:30	2	0	0	3	**5**	4	1	3	2	**10**
10:45	6	0	0	2	**8**	3	0	1	0	**4**
11:00	4	0	1	0	**5**	32	0	2	2	**36**

City of San Bernardino
Driveway Counts
2020 E. Central Avenue, San Bernardino, CA
MAIN DRIVEWAY
9/23/2017
Saturday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	4	0	0	3	**7**	20	0	0	1	**21**
11:30	5	0	1	1	**7**	2	0	0	0	**2**
11:45	15	0	1	1	**17**	10	0	0	2	**12**
12:00	55	0	2	2	**59**	15	0	2	2	**19**
12:15	59	0	0	0	**59**	27	0	1	1	**29**
12:30	10	0	0	2	**12**	10	0	0	2	**12**
12:45	7	0	0	2	**9**	7	0	1	0	**8**
13:00	1	0	0	1	**2**	5	0	0	0	**5**
13:15	4	0	1	1	**6**	9	0	0	2	**11**
13:30	2	0	0	0	**2**	5	0	1	2	**8**
13:45	3	1	2	0	**6**	4	0	0	2	**6**
14:00	2	0	0	1	**3**	8	0	0	4	**12**
14:15	1	0	0	2	**3**	2	0	1	0	**3**
14:30	3	1	0	0	**4**	4	0	1	0	**5**
14:45	2	0	0	0	**2**	4	0	0	2	**6**
15:00	2	1	2	4	**9**	2	0	0	0	**2**
15:15	0	0	1	2	**3**	2	0	1	1	**4**
15:30	2	0	1	2	**5**	3	0	2	2	**7**
15:45	1	0	1	2	**4**	2	0	0	1	**3**
16:00	2	0	0	0	**2**	7	0	2	3	**12**
16:15	6	0	0	2	**8**	1	0	1	0	**2**
16:30	9	0	4	1	**14**	13	0	1	2	**16**
16:45	13	0	0	0	**13**	6	0	0	1	**7**
17:00	13	0	0	1	**14**	5	0	1	3	**9**
17:15	29	0	1	1	**31**	58	0	1	0	**59**
17:30	55	0	1	1	**57**	35	0	1	1	**37**
17:45	62	0	2	0	**64**	20	0	0	1	**21**
18:00	6	0	0	3	**9**	18	0	0	0	**18**
18:15	4	0	0	1	**5**	8	0	2	1	**11**
18:30	0	0	0	2	**2**	2	0	0	1	**3**
18:45	3	1	3	1	**8**	1	0	1	1	**3**
19:00	1	0	2	1	**4**	1	0	2	2	**5**
19:15	1	0	0	0	**1**	5	0	0	1	**6**
19:30	4	0	0	1	**5**	1	0	0	3	**4**
19:45	5	0	4	0	**9**	7	0	7	0	**14**
20:00	2	0	2	0	**4**	7	0	0	2	**9**
20:15	1	1	0	1	**3**	7	0	0	1	**8**
20:30	3	2	0	1	**6**	2	2	0	1	**5**
20:45	2	3	1	2	**8**	2	0	0	1	**3**
21:00	1	4	4	2	**11**	5	0	2	1	**8**
21:15	2	9	3	0	**14**	3	0	1	0	**4**
21:30	4	6	4	1	**15**	3	0	2	0	**5**
21:45	1	5	2	0	**8**	9	0	0	2	**11**
22:00	8	0	0	2	**10**	16	5	1	4	**26**
22:15	3	2	2	1	**8**	3	5	0	4	**12**

City of San Bernardino
Driveway Counts
2020 E. Central Avenue, San Bernardino, CA
MAIN DRIVEWAY
9/23/2017
Saturday

	ENTERING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	6	1	4	0	**11**
22:45	20	2	0	1	**23**
23:00	35	10	0	2	**47**
23:15	51	8	2	1	**62**
23:30	6	1	1	1	**9**
23:45	4	2	2	1	**9**
	766	**182**	**83**	**121**	**1152**

	EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
	8	9	0	2	**19**
	7	5	1	1	**14**
	32	1	0	2	**35**
	27	3	0	4	**34**
	12	1	0	0	**13**
	6	0	0	3	**9**
	786	**176**	**78**	**127**	**1167**

City of San Bernardino
Driveway Counts
2020 E. Central Avenue, San Bernardino, CA
MAIN DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
0:00	3	3	1	0	**7**	3	0	1	1	**5**
0:15	3	2	1	4	**10**	3	1	1	2	**7**
0:30	3	2	1	3	**9**	5	6	1	3	**15**
0:45	1	2	4	1	**8**	1	4	0	2	**7**
1:00	2	5	3	4	**14**	2	8	0	4	**14**
1:15	2	7	1	2	**12**	0	5	0	1	**6**
1:30	3	12	0	2	**17**	2	1	1	3	**7**
1:45	2	20	0	0	**22**	3	1	0	0	**4**
2:00	6	14	1	0	**21**	7	2	0	0	**9**
2:15	2	7	3	1	**13**	24	0	0	4	**28**
2:30	2	11	0	1	**14**	8	1	2	7	**18**
2:45	0	4	1	0	**5**	0	1	0	0	**1**
3:00	0	4	0	0	**4**	0	2	1	0	**3**
3:15	2	0	0	3	**5**	2	19	1	4	**26**
3:30	3	0	0	4	**7**	17	15	3	8	**43**
3:45	4	1	2	3	**10**	56	17	0	2	**75**
4:00	2	0	0	1	**3**	16	22	1	1	**40**
4:15	2	0	0	1	**3**	8	5	1	0	**14**
4:30	1	0	1	1	**3**	18	6	2	0	**26**
4:45	2	0	1	2	**5**	8	1	0	0	**9**
5:00	2	0	0	0	**2**	13	2	1	1	**17**
5:15	2	0	0	3	**5**	13	2	1	0	**16**
5:30	4	0	0	2	**6**	5	0	1	2	**8**
5:45	11	0	0	0	**11**	4	0	3	0	**7**
6:00	6	0	0	1	**7**	9	0	1	0	**10**
6:15	10	1	1	3	**15**	6	0	1	1	**8**
6:30	31	1	0	3	**35**	6	0	1	0	**7**
6:45	72	0	0	1	**73**	15	1	3	2	**21**
7:00	16	1	0	3	**20**	10	0	1	0	**11**
7:15	3	0	0	1	**4**	1	1	1	1	**4**
7:30	2	0	0	0	**2**	1	0	1	1	**3**
7:45	3	0	0	2	**5**	1	0	1	1	**3**
8:00	0	0	1	0	**1**	4	0	0	1	**5**
8:15	1	0	1	1	**3**	1	0	3	1	**5**
8:30	2	0	1	0	**3**	1	0	1	0	**2**
8:45	0	0	0	2	**2**	1	0	1	0	**2**
9:00	1	1	0	2	**4**	3	1	0	0	**4**
9:15	1	0	0	1	**2**	1	1	0	2	**4**
9:30	0	0	1	2	**3**	2	0	0	3	**5**
9:45	5	0	1	2	**8**	3	0	1	0	**4**
10:00	2	0	0	2	**4**	1	0	1	2	**4**
10:15	0	0	0	0	**0**	2	0	0	2	**4**
10:30	4	0	0	1	**5**	0	1	1	0	**2**
10:45	1	0	0	0	**1**	4	0	1	1	**6**
11:00	3	0	0	2	**5**	11	0	1	0	**12**

City of San Bernardino
Driveway Counts
2020 E. Central Avenue, San Bernardino, CA
MAIN DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
11:15	2	0	2	0	**4**	2	0	2	0	**4**
11:30	5	0	1	1	**7**	7	0	0	1	**8**
11:45	20	0	0	1	**21**	3	0	1	2	**6**
12:00	31	0	0	3	**34**	65	0	0	1	**66**
12:15	79	0	1	3	**83**	13	0	0	1	**14**
12:30	13	0	0	0	**13**	14	2	1	1	**18**
12:45	4	0	0	0	**4**	3	0	1	1	**5**
13:00	2	0	0	0	**2**	4	0	0	1	**5**
13:15	0	0	2	4	**6**	4	0	0	0	**4**
13:30	0	0	1	1	**2**	8	0	2	0	**10**
13:45	8	0	0	0	**8**	6	0	2	4	**12**
14:00	0	0	0	1	**1**	3	0	0	2	**5**
14:15	1	0	0	2	**3**	1	0	0	0	**1**
14:30	0	0	1	1	**2**	0	0	1	1	**2**
14:45	1	0	1	1	**3**	1	0	0	1	**2**
15:00	2	0	0	1	**3**	0	0	0	1	**1**
15:15	1	0	0	3	**4**	1	0	0	2	**3**
15:30	2	0	1	5	**8**	14	0	2	1	**17**
15:45	2	0	3	0	**5**	0	0	3	1	**4**
16:00	1	0	1	0	**2**	8	0	0	2	**10**
16:15	6	0	0	1	**7**	1	0	0	3	**4**
16:30	3	0	2	2	**7**	11	0	0	0	**11**
16:45	8	0	4	1	**13**	61	0	0	1	**62**
17:00	21	0	0	0	**21**	47	0	1	2	**50**
17:15	36	0	0	1	**37**	24	0	0	2	**26**
17:30	55	0	0	0	**55**	18	0	0	0	**18**
17:45	86	0	0	1	**87**	31	0	0	2	**33**
18:00	14	0	0	1	**15**	20	0	1	0	**21**
18:15	3	0	2	1	**6**	9	0	1	1	**11**
18:30	1	0	2	2	**5**	0	0	2	1	**3**
18:45	1	0	1	0	**2**	1	0	2	2	**5**
19:00	2	1	0	2	**5**	3	0	1	1	**5**
19:15	4	0	2	0	**6**	7	1	0	1	**9**
19:30	1	0	2	0	**3**	0	0	1	2	**3**
19:45	3	1	1	0	**5**	1	0	0	2	**3**
20:00	3	0	3	1	**7**	1	0	0	2	**3**
20:15	3	0	0	0	**3**	0	0	0	1	**1**
20:30	1	1	2	0	**4**	1	0	0	1	**2**
20:45	3	2	1	0	**6**	0	0	0	2	**2**
21:00	2	4	1	1	**8**	3	0	0	1	**4**
21:15	1	8	1	4	**14**	0	0	0	1	**1**
21:30	1	4	1	3	**9**	5	0	0	0	**5**
21:45	5	4	1	0	**10**	5	0	0	0	**5**
22:00	5	3	2	2	**12**	17	1	0	3	**21**
22:15	8	2	1	1	**12**	1	3	1	2	**7**

City of San Bernardino
Driveway Counts
2020 E. Central Avenue, San Bernardino, CA
MAIN DRIVEWAY
9/24/2017
Sunday

	ENTERING					EXITING				
	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**	Pass Vehicles	Large 2 Axle	3 Axle	4+ Axle	**TOTAL**
22:30	11	1	0	3	**15**	5	7	0	5	**17**
22:45	34	9	0	1	**44**	7	5	0	7	**19**
23:00	52	11	2	1	**66**	91	7	0	2	**100**
23:15	49	6	2	1	**58**	22	0	0	2	**24**
23:30	7	8	3	1	**19**	3	0	0	0	**3**
23:45	1	2	0	1	**4**	1	0	0	0	**1**
	831	**165**	**76**	**126**	**1198**	**854**	**152**	**66**	**135**	**1207**

City: Rialto
Location: Amazon Facility
Date: 5/15/2018 (Tuesday)
Count Type: 24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	0	0	0	1	1
0:30	5	0	0	1	6
0:45	19	0	0	2	21
1:00	8	0	0	0	8
1:15	5	0	1	1	7
1:30	3	0	0	0	3
1:45	1	0	0	2	3
2:00	0	0	0	1	1
2:15	1	0	0	2	3
2:30	1	0	0	0	1
2:45	1	0	0	3	4
3:00	0	0	0	2	2
3:15	1	0	0	5	6
3:30	0	0	0	2	2
3:45	0	0	0	2	2
4:00	0	1	0	1	2
4:15	1	0	0	0	1
4:30	1	0	0	1	2
4:45	6	0	0	0	6
5:00	0	2	0	2	4
5:15	1	0	0	1	2
5:30	15	0	0	2	17
5:45	32	0	0	0	32
6:00	26	0	0	3	29
6:15	73	0	0	3	76
6:30	159	0	0	1	160
6:45	214	0	1	4	219
7:00	54	0	0	1	55
7:15	8	0	0	2	10
7:30	11	0	1	2	14
7:45	9	0	0	3	12
8:00	6	2	0	3	11
8:15	6	0	0	5	11
8:30	1	0	0	3	4
8:45	2	1	1	3	7
9:00	9	0	0	2	11
9:15	2	0	0	4	6
9:30	0	0	0	2	2
9:45	2	0	0	3	5
10:00	4	1	1	5	11
10:15	2	0	2	5	9
10:30	6	0	1	1	8
10:45	12	0	0	2	14
11:00	6	0	0	1	7
11:15	14	0	1	2	17
11:30	13	1	0	3	17
11:45	9	0	0	5	14

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	2	0	0	3	5
0:30	3	0	0	1	4
0:45	1	0	0	1	2
1:00	188	0	0	0	188
1:15	82	0	0	2	84
1:30	12	0	0	0	12
1:45	27	0	1	1	29
2:00	20	0	0	1	21
2:15	5	0	0	2	7
2:30	7	0	0	2	9
2:45	4	0	0	0	4
3:00	3	0	0	2	5
3:15	2	0	0	1	3
3:30	0	0	0	1	1
3:45	1	0	0	0	1
4:00	0	1	0	1	2
4:15	0	0	0	0	0
4:30	1	0	0	1	2
4:45	0	0	0	1	1
5:00	0	2	0	3	5
5:15	0	0	0	0	0
5:30	4	0	0	1	5
5:45	5	0	0	0	5
6:00	9	0	0	1	10
6:15	5	1	0	0	6
6:30	11	0	0	1	12
6:45	28	0	0	0	28
7:00	8	0	0	0	8
7:15	3	0	0	0	3
7:30	3	0	0	3	6
7:45	4	0	0	3	7
8:00	3	0	0	2	5
8:15	0	0	0	1	1
8:30	0	0	0	2	2
8:45	1	1	0	1	3
9:00	0	1	0	2	3
9:15	3	0	0	8	11
9:30	0	0	0	2	2
9:45	2	0	0	3	5
10:00	17	2	0	4	23
10:15	0	1	1	1	3
10:30	2	0	0	4	6
10:45	5	1	1	2	9
11:00	35	0	0	2	37
11:15	13	0	0	3	16
11:30	17	1	0	7	25
11:45	26	0	0	5	31

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

City:	Rialto
Location:	Amazon Facility
Date:	5/15/2018 (Tuesday)
Count Type:	24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	20	0	0	2	22
12:15	3	0	0	1	4
12:30	5	1	0	0	6
12:45	5	0	0	3	8
13:00	7	1	0	0	8
13:15	6	0	1	2	9
13:30	4	1	0	1	6
13:45	9	1	0	0	10
14:00	6	1	0	1	8
14:15	1	2	0	3	6
14:30	5	2	0	2	9
14:45	8	0	1	0	9
15:00	4	0	0	0	4
15:15	26	0	1	1	28
15:30	61	0	0	0	61
15:45	67	0	0	1	68
16:00	139	0	0	2	141
16:15	160	0	0	4	164
16:30	31	0	0	2	33
16:45	5	0	0	2	7
17:00	5	0	0	3	8
17:15	4	0	0	3	7
17:30	2	0	0	2	4
17:45	5	0	0	3	8
18:00	5	0	0	2	7
18:15	5	0	0	1	6
18:30	0	0	0	1	1
18:45	2	0	0	5	7
19:00	0	0	0	3	3
19:15	0	0	1	3	4
19:30	1	0	2	4	7
19:45	5	0	0	3	8
20:00	3	0	1	2	6
20:15	8	0	0	1	9
20:30	5	0	0	4	9
20:45	28	0	0	4	32
21:00	4	0	0	1	5
21:15	9	0	0	2	11
21:30	12	0	0	2	14
21:45	4	0	0	1	5
22:00	3	0	0	1	4
22:15	3	0	1	1	5
22:30	1	0	0	1	2
22:45	0	0	0	2	2
23:00	2	1	0	1	4
23:15	3	0	0	2	5
23:30	2	0	1	1	4
23:45	2	0	0	4	6
TOTAL	**1445**	**18**	**18**	**189**	**1670**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	19	0	1	1	21
12:15	9	1	0	5	15
12:30	2	0	0	5	7
12:45	1	1	0	2	4
13:00	6	0	0	5	11
13:15	4	2	0	2	8
13:30	11	0	0	4	15
13:45	3	0	0	1	4
14:00	17	0	2	4	23
14:15	6	0	0	2	8
14:30	40	1	0	4	45
14:45	28	1	0	3	32
15:00	7	0	0	0	7
15:15	23	1	1	1	26
15:30	232	0	0	2	234
15:45	93	0	0	3	96
16:00	27	1	1	0	29
16:15	38	0	0	1	39
16:30	23	0	0	0	23
16:45	6	0	0	1	7
17:00	10	0	0	1	11
17:15	6	1	0	0	7
17:30	11	0	1	1	13
17:45	7	0	1	1	9
18:00	6	0	0	1	7
18:15	8	0	1	2	11
18:30	1	0	1	2	4
18:45	1	0	0	4	5
19:00	6	0	0	1	7
19:15	1	1	0	2	4
19:30	6	0	0	4	10
19:45	2	0	1	1	4
20:00	5	3	0	3	11
20:15	2	0	0	0	2
20:30	33	0	1	2	36
20:45	5	0	0	3	8
21:00	4	1	2	0	7
21:15	20	0	1	3	24
21:30	5	0	0	3	8
21:45	6	0	0	2	8
22:00	7	0	1	6	14
22:15	4	0	0	1	5
22:30	15	0	0	1	16
22:45	0	0	0	1	1
23:00	4	0	0	2	6
23:15	8	0	0	0	8
23:30	8	0	0	1	9
23:45	4	1	0	3	8
	1353	**26**	**18**	**178**	**1575**

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

City: Rialto
Location: Amazon Facility
Date: 5/16/2018 (Wednesday)
Count Type: 24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	2	0	0	2	4
0:30	1	1	0	0	2
0:45	8	0	0	1	9
1:00	14	0	0	0	14
1:15	11	0	0	1	12
1:30	4	0	0	2	6
1:45	2	0	0	2	4
2:00	1	0	0	3	4
2:15	0	0	1	0	1
2:30	1	0	0	0	1
2:45	2	0	0	0	2
3:00	1	0	0	0	1
3:15	1	0	0	2	3
3:30	2	0	0	1	3
3:45	0	0	0	0	0
4:00	1	0	0	0	1
4:15	2	0	0	0	2
4:30	1	0	0	2	3
4:45	4	0	1	2	7
5:00	1	0	0	1	2
5:15	2	0	0	1	3
5:30	11	0	0	0	11
5:45	33	0	0	4	37
6:00	27	0	0	1	28
6:15	39	0	0	1	40
6:30	102	0	0	3	105
6:45	139	0	0	4	143
7:00	14	2	3	7	26
7:15	49	0	0	4	53
7:30	10	0	0	3	13
7:45	9	0	0	4	13
8:00	12	0	1	3	16
8:15	4	0	0	5	9
8:30	56	0	0	1	57
8:45	106	1	0	3	110
9:00	54	0	0	4	58
9:15	12	1	0	0	13
9:30	2	2	0	3	7
9:45	2	1	0	3	6
10:00	1	1	0	1	3
10:15	7	3	2	5	17
10:30	4	1	1	1	7
10:45	4	0	2	2	8
11:00	10	3	1	1	15
11:15	10	2	1	2	15
11:30	20	1	1	1	23
11:45	13	1	0	2	16

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	10	0	1	5	16
0:15	3	0	0	4	7
0:30	4	0	1	1	6
0:45	2	0	0	2	4
1:00	210	0	0	1	211
1:15	89	0	0	0	89
1:30	37	0	0	1	38
1:45	31	0	0	0	31
2:00	17	0	0	2	19
2:15	12	0	2	2	16
2:30	7	0	1	2	10
2:45	3	0	0	0	3
3:00	2	0	0	0	2
3:15	5	0	0	0	5
3:30	0	0	0	0	0
3:45	0	0	0	2	2
4:00	1	0	0	0	1
4:15	0	0	0	0	0
4:30	0	0	0	0	0
4:45	2	0	0	2	4
5:00	1	0	0	1	2
5:15	0	1	0	2	3
5:30	2	0	0	2	4
5:45	4	0	0	0	4
6:00	9	0	0	0	9
6:15	3	0	0	4	7
6:30	13	0	0	0	13
6:45	22	0	0	1	23
7:00	18	0	0	0	18
7:15	3	0	0	2	5
7:30	2	1	0	5	8
7:45	1	0	0	4	5
8:00	2	0	0	0	2
8:15	1	0	0	3	4
8:30	2	0	0	7	9
8:45	8	0	0	2	10
9:00	6	0	0	3	9
9:15	3	0	1	3	7
9:30	1	1	0	2	4
9:45	1	1	0	2	4
10:00	18	1	0	2	21
10:15	0	0	0	6	6
10:30	2	2	0	3	7
10:45	5	1	1	3	10
11:00	30	1	0	2	33
11:15	15	1	1	3	20
11:30	16	1	1	2	20
11:45	35	2	1	0	38

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

City:	Rialto
Location:	Amazon Facility
Date:	5/16/2018 (Wednesday)
Count Type:	24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	14	0	0	3	17
12:15	19	1	0	1	21
12:30	13	1	0	1	15
12:45	32	0	2	3	37
13:00	23	1	0	1	25
13:15	5	0	0	3	8
13:30	9	0	0	4	13
13:45	7	0	1	0	8
14:00	5	0	0	1	6
14:15	7	0	3	2	12
14:30	8	0	1	2	11
14:45	8	1	0	1	10
15:00	6	0	1	4	11
15:15	11	1	0	5	17
15:30	47	0	0	2	49
15:45	47	0	0	2	49
16:00	100	0	0	4	104
16:15	103	0	0	3	106
16:30	31	0	0	2	33
16:45	8	0	0	6	14
17:00	57	0	0	1	58
17:15	22	1	0	3	26
17:30	31	0	0	6	37
17:45	4	0	0	3	7
18:00	4	0	1	1	6
18:15	65	0	0	1	66
18:30	12	0	0	3	15
18:45	3	0	1	7	11
19:00	1	1	0	4	6
19:15	0	0	0	5	5
19:30	1	0	0	3	4
19:45	4	0	0	2	6
20:00	1	0	0	1	2
20:15	10	0	0	3	13
20:30	7	0	0	3	10
20:45	22	0	0	2	24
21:00	8	0	1	3	12
21:15	8	0	0	3	11
21:30	10	0	2	1	13
21:45	6	0	0	1	7
22:00	4	0	0	0	4
22:15	4	1	0	0	5
22:30	3	0	0	0	3
22:45	0	0	1	1	2
23:00	1	0	1	1	3
23:15	1	0	0	1	2
23:30	2	0	0	1	3
23:45	3	0	0	1	4
TOTAL	**1609**	**28**	**29**	**199**	**1865**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	16	0	0	1	17
12:15	23	1	0	0	24
12:30	18	3	0	3	24
12:45	47	3	0	2	52
13:00	8	0	0	9	17
13:15	7	0	1	2	10
13:30	17	0	1	3	21
13:45	9	0	0	2	11
14:00	9	1	0	3	13
14:15	7	0	0	0	7
14:30	42	0	0	2	44
14:45	10	0	0	5	15
15:00	7	2	0	6	15
15:15	5	0	1	1	7
15:30	161	0	0	4	165
15:45	51	1	0	0	52
16:00	27	0	0	3	30
16:15	29	0	0	0	29
16:30	45	0	0	0	45
16:45	14	0	0	1	15
17:00	77	0	0	2	79
17:15	38	0	1	3	42
17:30	28	0	1	2	31
17:45	4	0	2	0	6
18:00	5	1	0	5	11
18:15	20	1	1	1	23
18:30	16	0	0	4	20
18:45	2	0	0	1	3
19:00	8	0	1	2	11
19:15	4	0	0	1	5
19:30	3	1	0	4	8
19:45	7	0	0	2	9
20:00	3	0	0	1	4
20:15	6	0	1	3	10
20:30	31	0	0	4	35
20:45	4	0	0	2	6
21:00	4	0	2	1	7
21:15	17	0	0	3	20
21:30	4	0	1	4	9
21:45	8	0	0	4	12
22:00	7	0	0	3	10
22:15	4	0	0	1	5
22:30	9	0	0	3	12
22:45	6	0	1	2	9
23:00	6	0	0	1	7
23:15	7	0	0	2	9
23:30	5	0	0	0	5
23:45	1	0	0	3	4
	1544	**27**	**24**	**199**	**1794**

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

City:	Rialto
Location:	Amazon Facility
Date:	5/17/2018 (Thursday)
Count Type:	24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	3	0	0	0	3
0:15	2	0	0	2	4
0:30	1	0	0	1	2
0:45	9	0	0	1	10
1:00	26	0	0	1	27
1:15	13	0	1	2	16
1:30	3	0	0	1	4
1:45	3	0	0	1	4
2:00	1	0	0	0	1
2:15	0	0	0	0	0
2:30	0	0	0	1	1
2:45	0	0	0	1	1
3:00	0	0	0	1	1
3:15	0	0	0	0	0
3:30	1	0	0	0	1
3:45	2	0	0	1	3
4:00	1	0	0	0	1
4:15	1	0	0	0	1
4:30	1	0	0	2	3
4:45	4	0	0	1	5
5:00	0	0	0	4	4
5:15	2	0	0	0	2
5:30	11	0	0	2	13
5:45	31	0	0	2	33
6:00	22	0	0	1	23
6:15	41	0	0	2	43
6:30	139	0	1	4	144
6:45	224	0	1	3	228
7:00	97	1	0	2	100
7:15	13	1	0	3	17
7:30	13	0	0	0	13
7:45	15	0	1	2	18
8:00	8	0	0	3	11
8:15	4	1	0	5	10
8:30	7	0	0	4	11
8:45	0	0	2	3	5
9:00	4	0	1	1	6
9:15	4	0	1	0	5
9:30	5	1	0	8	14
9:45	6	1	0	5	12
10:00	1	0	0	4	5
10:15	7	1	2	2	12
10:30	8	0	3	2	13
10:45	14	1	1	2	18
11:00	10	0	0	1	11
11:15	20	0	1	5	26
11:30	11	0	1	5	17
11:45	9	0	0	4	13

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	7	0	0	1	8
0:15	7	0	0	1	8
0:30	4	0	0	4	8
0:45	5	0	0	1	6
1:00	146	0	0	1	147
1:15	139	0	0	3	142
1:30	33	0	1	2	36
1:45	28	1	0	1	30
2:00	11	0	0	0	11
2:15	7	0	0	1	8
2:30	6	0	0	0	6
2:45	4	0	0	1	5
3:00	1	0	1	0	2
3:15	2	0	0	0	2
3:30	0	0	0	0	0
3:45	3	0	0	0	3
4:00	2	0	0	1	3
4:15	4	0	0	0	4
4:30	1	0	0	2	3
4:45	3	0	0	1	4
5:00	0	0	0	1	1
5:15	1	0	0	0	1
5:30	2	0	1	4	7
5:45	7	0	1	1	9
6:00	8	0	1	0	9
6:15	4	0	0	0	4
6:30	15	0	0	0	15
6:45	19	0	0	2	21
7:00	21	0	0	1	22
7:15	4	0	0	0	4
7:30	1	0	0	4	5
7:45	3	1	0	1	5
8:00	2	0	0	2	4
8:15	2	0	0	3	5
8:30	0	0	0	2	2
8:45	3	1	0	4	8
9:00	1	0	1	2	4
9:15	2	1	0	2	5
9:30	7	1	0	1	9
9:45	4	0	0	5	9
10:00	12	0	1	2	15
10:15	4	0	1	2	7
10:30	0	0	3	1	4
10:45	4	0	2	8	14
11:00	35	1	0	6	42
11:15	13	1	0	3	17
11:30	10	0	0	4	14
11:45	37	0	0	2	39

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

City:	Rialto
Location:	Amazon Facility
Date:	5/17/2018 (Thursday)
Count Type:	24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	19	1	1	4	25
12:15	10	1	0	2	13
12:30	19	1	0	1	21
12:45	25	0	0	5	30
13:00	8	1	1	1	11
13:15	5	0	1	2	8
13:30	10	0	0	2	12
13:45	8	0	0	3	11
14:00	4	2	0	2	8
14:15	3	0	0	3	6
14:30	4	0	2	0	6
14:45	5	1	0	1	7
15:00	10	0	0	1	11
15:15	22	0	1	0	23
15:30	34	0	0	0	34
15:45	53	1	0	2	56
16:00	75	1	0	5	81
16:15	121	0	0	2	123
16:30	31	0	2	1	34
16:45	16	0	0	1	17
17:00	46	0	0	2	48
17:15	26	0	0	2	28
17:30	22	0	0	4	26
17:45	12	0	1	1	14
18:00	21	0	0	0	21
18:15	24	0	0	5	29
18:30	9	0	0	6	15
18:45	1	0	2	2	5
19:00	1	0	1	0	2
19:15	2	0	0	4	6
19:30	2	0	0	3	5
19:45	0	0	0	2	2
20:00	2	0	0	1	3
20:15	5	0	1	1	7
20:30	10	0	0	3	13
20:45	27	0	0	2	29
21:00	8	1	1	1	11
21:15	8	0	1	1	10
21:30	11	0	0	2	13
21:45	5	0	0	0	5
22:00	2	0	0	0	2
22:15	3	0	0	1	4
22:30	2	0	0	0	2
22:45	1	1	0	0	2
23:00	1	0	0	2	3
23:15	2	0	0	2	4
23:30	3	0	0	1	4
23:45	2	0	0	1	3
TOTAL	**1537**	**18**	**31**	**182**	**1768**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	19	0	0	4	23
12:15	14	1	0	3	18
12:30	8	0	0	0	8
12:45	11	0	1	5	17
13:00	2	2	0	3	7
13:15	0	0	0	5	5
13:30	11	1	2	4	18
13:45	15	0	0	3	18
14:00	5	0	0	1	6
14:15	6	0	2	1	9
14:30	60	0	0	2	62
14:45	34	0	0	1	35
15:00	14	1	0	1	16
15:15	6	2	0	2	10
15:30	128	0	0	3	131
15:45	55	0	0	1	56
16:00	23	1	0	1	25
16:15	51	0	0	0	51
16:30	73	0	2	0	75
16:45	49	0	0	1	50
17:00	26	0	0	2	28
17:15	18	2	0	1	21
17:30	5	0	1	1	7
17:45	10	0	0	2	12
18:00	14	0	0	2	16
18:15	14	0	1	3	18
18:30	25	0	0	2	27
18:45	2	0	0	2	4
19:00	2	0	0	0	2
19:15	4	0	2	3	9
19:30	4	0	1	6	11
19:45	2	0	0	2	4
20:00	5	1	1	5	12
20:15	3	0	0	4	7
20:30	37	0	0	1	38
20:45	13	0	1	1	15
21:00	12	0	1	0	13
21:15	18	1	0	3	22
21:30	7	0	1	2	10
21:45	5	0	0	3	8
22:00	6	0	0	2	8
22:15	4	0	0	3	7
22:30	11	0	0	1	12
22:45	8	0	0	2	10
23:00	5	0	0	2	7
23:15	6	0	0	2	8
23:30	5	0	0	1	6
23:45	3	0	0	2	5
	1492	**19**	**29**	**184**	**1724**

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

City: Rialto
Location: Amazon Facility
Date: 5/12/2018 (Saturday)
Count Type: 24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	3	0	0	1	4
0:30	4	0	0	0	4
0:45	11	1	1	1	14
1:00	10	0	0	0	10
1:15	3	0	0	0	3
1:30	3	0	0	0	3
1:45	0	1	0	1	2
2:00	0	0	0	0	0
2:15	0	0	0	0	0
2:30	0	0	0	0	0
2:45	0	0	0	1	1
3:00	0	0	0	1	1
3:15	1	0	0	0	1
3:30	0	0	0	0	0
3:45	1	0	0	0	1
4:00	0	0	1	0	1
4:15	1	0	0	1	2
4:30	1	0	0	0	1
4:45	0	0	0	0	0
5:00	1	0	0	1	2
5:15	0	0	0	0	0
5:30	9	0	0	0	9
5:45	11	0	1	1	13
6:00	8	0	0	0	8
6:15	3	0	0	0	3
6:30	171	0	0	1	172
6:45	117	1	0	2	120
7:00	17	0	1	2	20
7:15	5	0	0	0	5
7:30	10	0	0	3	13
7:45	2	0	0	2	4
8:00	8	1	0	1	10
8:15	2	0	0	2	4
8:30	1	0	0	1	2
8:45	2	0	1	1	4
9:00	3	1	0	3	7
9:15	15	0	0	0	15
9:30	12	0	1	4	17
9:45	13	1	2	3	19
10:00	2	0	0	1	3
10:15	5	0	1	2	8
10:30	3	1	0	5	9
10:45	9	0	1	4	14
11:00	4	1	0	1	6
11:15	4	0	0	0	4
11:30	10	3	1	2	16
11:45	26	0	0	2	28

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	2	1	0	1	4
0:15	2	0	0	4	6
0:30	1	0	0	4	5
0:45	2	0	1	0	3
1:00	160	1	0	2	163
1:15	48	0	0	2	50
1:30	35	0	0	1	36
1:45	14	1	0	1	16
2:00	13	0	0	1	14
2:15	12	0	0	1	13
2:30	2	0	0	0	2
2:45	2	0	0	0	2
3:00	3	0	0	0	3
3:15	4	0	0	1	5
3:30	0	0	0	1	1
3:45	1	0	0	0	1
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	1	1	2
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	0	0	1	0	1
5:30	2	0	0	0	2
5:45	1	0	0	0	1
6:00	3	0	1	0	4
6:15	3	1	0	1	5
6:30	35	0	0	0	35
6:45	31	0	1	0	32
7:00	3	0	0	0	3
7:15	2	0	0	0	2
7:30	0	0	0	1	1
7:45	2	0	0	0	2
8:00	7	0	0	2	9
8:15	2	0	2	1	5
8:30	1	0	1	2	4
8:45	1	0	0	2	3
9:00	3	0	1	2	6
9:15	30	0	0	0	30
9:30	26	0	1	2	29
9:45	22	2	0	0	24
10:00	7	0	1	0	8
10:15	3	2	1	4	10
10:30	4	0	1	1	6
10:45	9	0	0	3	12
11:00	8	1	0	3	12
11:15	6	0	2	5	13
11:30	7	0	0	5	12
11:45	64	2	0	0	66

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

City:	Rialto
Location:	Amazon Facility
Date:	5/12/2018 (Saturday)
Count Type:	24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	59	1	0	2	62
12:15	99	0	1	2	102
12:30	16	0	0	1	17
12:45	9	1	0	1	11
13:00	6	0	0	2	8
13:15	5	1	0	1	7
13:30	4	1	0	0	5
13:45	3	0	0	0	3
14:00	3	0	0	0	3
14:15	1	1	0	1	3
14:30	0	0	0	1	1
14:45	11	0	0	0	11
15:00	32	0	0	1	33
15:15	18	0	0	0	18
15:30	24	0	0	0	24
15:45	33	0	1	1	35
16:00	51	0	0	0	51
16:15	50	0	0	1	51
16:30	8	0	1	1	10
16:45	2	0	0	1	3
17:00	0	0	1	0	1
17:15	0	0	0	1	1
17:30	0	0	0	0	0
17:45	0	0	0	0	0
18:00	0	0	0	0	0
18:15	0	0	1	0	1
18:30	0	0	0	1	1
18:45	0	0	0	0	0
19:00	0	0	0	4	4
19:15	0	0	0	0	0
19:30	0	0	0	2	2
19:45	0	0	0	0	0
20:00	0	0	0	2	2
20:15	0	0	0	0	0
20:30	0	0	0	0	0
20:45	0	0	0	1	1
21:00	0	0	0	0	0
21:15	1	0	0	0	1
21:30	0	0	0	0	0
21:45	0	0	0	0	0
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	1	1
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	0	0	0	1	1
23:30	0	0	0	0	0
23:45	0	0	0	1	1
TOTAL	**947**	**16**	**16**	**80**	**1059**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	94	0	2	3	99
12:15	30	1	0	1	32
12:30	18	1	0	1	20
12:45	10	1	0	1	12
13:00	3	0	0	0	3
13:15	3	0	0	2	5
13:30	5	1	1	2	9
13:45	6	0	0	2	8
14:00	6	0	0	1	7
14:15	2	0	0	0	2
14:30	2	2	0	1	5
14:45	8	0	0	0	8
15:00	19	0	1	1	21
15:15	40	0	0	0	40
15:30	92	0	0	1	93
15:45	39	0	0	0	39
16:00	10	0	0	1	11
16:15	7	0	0	1	8
16:30	5	0	1	0	6
16:45	2	0	0	1	3
17:00	0	0	2	0	2
17:15	0	0	0	0	0
17:30	0	0	0	1	1
17:45	0	0	0	1	1
18:00	0	1	0	0	1
18:15	0	0	1	0	1
18:30	0	0	0	0	0
18:45	0	0	0	0	0
19:00	0	0	0	1	1
19:15	0	0	0	0	0
19:30	0	0	1	1	2
19:45	0	0	0	2	2
20:00	0	0	0	0	0
20:15	0	0	0	1	1
20:30	1	0	0	2	3
20:45	0	0	0	0	0
21:00	0	0	0	0	0
21:15	0	0	0	2	2
21:30	1	0	0	0	1
21:45	0	0	0	1	1
22:00	0	0	0	0	0
22:15	0	0	0	0	0
22:30	0	0	0	1	1
22:45	1	0	0	0	1
23:00	0	0	0	0	0
23:15	0	0	0	1	1
23:30	0	0	0	0	0
23:45	0	0	0	1	1
	987	**18**	**24**	**88**	**1117**

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

City:	Rialto
Location:	Amazon Facility
Date:	5/13/2018 (Sunday)
Count Type:	24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	19	0	0	0	19
0:15	34	0	0	0	34
0:30	43	0	0	0	43
0:45	67	0	0	0	67
1:00	56	0	0	0	56
1:15	9	1	0	0	10
1:30	2	0	0	0	2
1:45	2	0	0	0	2
2:00	1	0	0	0	1
2:15	1	0	0	0	1
2:30	3	0	0	0	3
2:45	3	0	0	0	3
3:00	2	0	0	0	2
3:15	1	0	1	0	2
3:30	2	0	0	0	2
3:45	3	0	0	0	3
4:00	3	0	0	3	6
4:15	0	0	0	0	0
4:30	4	0	0	0	4
4:45	0	0	0	0	0
5:00	0	0	0	0	0
5:15	1	0	0	0	1
5:30	0	0	0	0	0
5:45	0	0	0	1	1
6:00	0	0	0	0	0
6:15	4	0	0	0	4
6:30	48	1	0	0	49
6:45	69	0	0	0	69
7:00	11	0	0	1	12
7:15	7	0	0	1	8
7:30	8	0	0	0	8
7:45	7	0	0	0	7
8:00	3	0	1	1	5
8:15	2	0	0	1	3
8:30	1	0	0	5	6
8:45	0	0	0	1	1
9:00	14	0	0	1	15
9:15	10	0	0	0	10
9:30	5	0	0	1	6
9:45	6	0	0	0	6
10:00	10	0	1	0	11
10:15	5	0	0	2	7
10:30	6	1	0	3	10
10:45	11	0	0	1	12
11:00	30	0	0	1	31
11:15	64	0	2	0	66
11:30	96	0	0	3	99
11:45	8	1	0	2	11

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
0:00	1	0	0	0	1
0:15	6	0	0	1	7
0:30	12	0	0	0	12
0:45	21	1	0	0	22
1:00	101	0	0	1	102
1:15	29	0	0	0	29
1:30	2	0	0	0	2
1:45	0	0	0	1	1
2:00	0	0	0	0	0
2:15	2	0	0	0	2
2:30	1	0	0	0	1
2:45	0	0	0	0	0
3:00	0	1	0	0	1
3:15	1	0	0	0	1
3:30	0	0	0	1	1
3:45	2	0	0	0	2
4:00	0	0	0	0	0
4:15	0	0	0	0	0
4:30	0	0	0	2	2
4:45	2	0	0	1	3
5:00	0	0	0	0	0
5:15	0	0	0	0	0
5:30	0	0	0	0	0
5:45	1	0	0	0	1
6:00	0	0	0	0	0
6:15	0	0	0	0	0
6:30	9	0	0	0	9
6:45	3	0	0	0	3
7:00	4	0	0	0	4
7:15	23	0	0	0	23
7:30	3	0	0	1	4
7:45	2	0	0	0	2
8:00	5	0	0	0	5
8:15	15	0	0	1	16
8:30	3	0	0	1	4
8:45	0	0	1	0	1
9:00	11	2	0	2	15
9:15	5	2	0	1	8
9:30	1	0	1	1	3
9:45	9	0	0	0	9
10:00	13	0	0	0	13
10:15	12	0	0	2	14
10:30	24	0	0	2	26
10:45	0	0	0	1	1
11:00	111	0	0	2	113
11:15	35	1	0	1	37
11:30	33	0	1	2	36
11:45	12	0	0	1	13

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

City:	Rialto
Location:	Amazon Facility
Date:	5/13/2018 (Sunday)
Count Type:	24 Hour Classified Driveway Counts

	Entering				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	3	0	1	2	6
12:15	1	0	0	0	1
12:30	1	0	0	1	2
12:45	1	0	0	0	1
13:00	0	0	0	0	0
13:15	1	0	1	0	2
13:30	0	0	0	1	1
13:45	0	0	0	2	2
14:00	0	1	1	1	3
14:15	1	0	0	0	1
14:30	3	0	0	2	5
14:45	5	0	0	0	5
15:00	13	0	0	1	14
15:15	17	0	0	0	17
15:30	17	0	0	1	18
15:45	19	0	0	0	19
16:00	54	0	0	1	55
16:15	60	0	0	1	61
16:30	17	0	0	0	17
16:45	4	0	0	0	4
17:00	2	1	0	2	5
17:15	2	0	0	1	3
17:30	4	0	0	1	5
17:45	3	0	0	0	3
18:00	3	1	0	1	5
18:15	4	1	1	1	7
18:30	3	0	0	0	3
18:45	0	0	1	1	2
19:00	2	1	1	0	4
19:15	1	0	0	0	1
19:30	1	0	0	1	2
19:45	0	0	0	1	1
20:00	0	0	0	0	0
20:15	8	0	0	1	9
20:30	7	0	0	0	7
20:45	11	0	0	0	11
21:00	12	0	0	0	12
21:15	5	0	0	2	7
21:30	10	0	0	0	10
21:45	8	0	0	0	8
22:00	3	0	0	0	3
22:15	0	0	0	0	0
22:30	0	0	0	0	0
22:45	0	0	0	0	0
23:00	0	0	0	0	0
23:15	1	0	0	0	1
23:30	1	0	0	1	2
23:45	2	0	0	1	3
TOTAL	**991**	**9**	**11**	**55**	**1066**

	Exiting				
	Pass Veh	Large 2 Axle	3 Axle	4+ Axle	Total
12:00	5	0	3	1	9
12:15	3	0	0	3	6
12:30	2	0	0	2	4
12:45	1	0	0	1	2
13:00	1	0	0	1	2
13:15	1	0	1	0	2
13:30	0	0	0	0	0
13:45	1	0	0	0	1
14:00	2	0	0	1	3
14:15	2	0	0	1	3
14:30	0	0	0	2	2
14:45	1	0	1	0	2
15:00	6	0	0	1	7
15:15	4	0	0	1	5
15:30	80	0	0	0	80
15:45	50	0	0	1	51
16:00	31	0	0	0	31
16:15	18	0	0	2	20
16:30	9	0	0	0	9
16:45	5	0	0	1	6
17:00	9	1	0	0	10
17:15	12	0	0	0	12
17:30	13	0	0	1	14
17:45	1	0	1	0	2
18:00	4	0	0	0	4
18:15	2	0	1	2	5
18:30	4	0	0	0	4
18:45	2	0	1	1	4
19:00	4	0	0	0	4
19:15	3	0	1	0	4
19:30	2	0	1	1	4
19:45	1	0	0	0	1
20:00	1	1	0	0	2
20:15	1	0	0	0	1
20:30	21	0	0	0	21
20:45	5	0	0	0	5
21:00	9	0	0	0	9
21:15	33	0	0	0	33
21:30	15	0	0	0	15
21:45	4	0	0	0	4
22:00	6	0	0	0	6
22:15	6	0	0	0	6
22:30	4	0	0	0	4
22:45	4	0	0	0	4
23:00	0	0	0	0	0
23:15	2	0	0	0	2
23:30	1	0	0	1	2
23:45	1	0	0	0	1
	906	**9**	**13**	**49**	**977**

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

Prepared by NDS/ATD

VOLUME

ĆÅĊÂÆÄÃÃĊĀE ĘĆÅÀĆ

Day: ÁÅĈBCÄÂÇ
Date: ĚËĐĚËĐËÊĚĚ

City: AÂÆĀÅÅÆĒÂÂĄÆÆĂÂ
Project #: ĀĚĒĐĘĚĜĘĐÊĚĚ

DAILY TOTALS	NB	SB	EB	WB	Total
	11,451	10,533	829	0	22,813

AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
00:00	ĚĚ	ËÊ	Ë	Ê	ĘĒ	12:00	ĚFF	ĚFĒ	ËÊ	Ê	ĒFĒ
00:15	ËÊ	F	Ë	Ê	ĖĜ	12:15	ĚĜÊ	ËĖĚ	ĚĚ	Ê	ĚĖĖ
00:30	ËË	ĚĚ	Ê	Ê	ĒĒ	12:30	ĚFĚ	ĚFÊ	ĚF	Ê	ĒĖG
00:45	ËG ĚĚĚ	ËË ĘÊ	Ě Ė	Ê	ĖĚ ĚFĘ	12:45	ĚGĜ FËF	ĚĘĒ FÊF	ĒË GĒ	Ê	ĒGĚ ĚĖĚF
01:00	ËĖ	ĒĘ	Ē	Ê	ĘĚ	13:00	ĖĚĚ	ĚFG	ĚĚ	Ê	ĚĚĚ
01:15	ĚĖ	ËĒ	Ę	Ê	ĚĚ	13:15	ĚGĒ	ĚĜĚ	ĚĜ	Ê	ĒĜĒ
01:30	ĚF	ĚF	G	Ê	ĚĖ	13:30	ĖĚĖ	ĖĚĖ	ĖF	Ê	ĚĚĚ
01:45	ËË FĘ	ËG ĚÊĚ	Ė ËË	Ê	ĖĖ ĖÊË	13:45	ĚĘÊ FFË	ĚGÊ FĖĚ	ËF GĚ	Ê	ĒĘF ĚĘĚF
02:00	ËĖ	ĚĖ	F	Ê	ĚF	14:00	ĖĚĚ	ĚĜĚ	ĚĖ	Ê	ĒĘĚ
02:15	ËĖ	ËË	ĚÊ	Ê	ĖF	14:15	ĚĜĒ	ĚĘĖ	ËĒ	Ê	ĒGĚ
02:30	ËĒ	ĒĘ	Ě	Ê	ĘĒ	14:30	ËÊF	ĚFG	ĚF	Ê	ĚÊĚ
02:45	ËĚ GĚ	ËĚ ĜF	F ËG	Ê	ĖĖ ĚĖĜ	14:45	ËĖÊ FĖĚ	ĚGĖ FĚG	ĚĖ ĘF	Ê	ĒĜĖ ĖĖĖĘ
03:00	ËG	ËF	Ē	Ê	ĖG	15:00	ËÊĖ	ĚĜÊ	ĚĖ	Ê	ĚĖĚ
03:15	ĒĚ	ĒĖ	Ē	Ê	FË	15:15	ĚĘĜ	ĚGË	F	Ê	ĒĖG
03:30	ËG	ĚG	Ê	Ê	FĘ	15:30	ĚĜÊ	ĚFF	ĚË	Ê	ĒFĜ
03:45	ĒĚ ĚĚĚ	ĖG ĚĘG	Ê Ę	Ê	GĜ ĖĜĖ	15:45	ËĖÊ FGĚ	ĚĜĖ FĚĚ	ĚĘ ĚF	Ê	ĚĚĚ ĖĖFË
04:00	ĚÊ	ĚĖ	Ė	Ê	ĜĘ	16:00	ĖĚĚ	ĚĘĖ	ĚĖ	Ê	ĚĚĚ
04:15	ĒG	ĘĒ	Ę	Ê	ĚÊF	16:15	ËĒĘ	ĚĖĜ	Ę	Ê	ĚĚĚ
04:30	ĖĚ	FË	Ė	Ê	ĚĖF	16:30	ĖGĖ	ĖĚĚ	ĚÊ	Ê	ĖĚĜ
04:45	GĒ ĖĚĖ	ĚĖĖ ĒÊĜ	Ě ĚG	Ê	ĖĚĜ ĖĚĜ	16:45	ĒĚĒ ĚÊFG	ĚĖG ĘĜĘ	ĚĖ ĚĜ	Ê	ĚGĖ ĚGĖĒ
05:00	ĖĜ	FĜ	Ė	Ê	ĖĚĖ	17:00	ĖĜĒ	ĚĖĘ	ĚĒ	Ê	ĖĚĖ
05:15	FÊ	GĚ	Ë	Ê	ĚĖĒ	17:15	ĒĚĚ	ĚGG	Ė	Ê	ĖÊF
05:30	ĚÊĖ	ĚĖĖ	Ę	Ê	ĖĚĒ	17:30	ĖĜĖ	ĚĚĚ	ĚĖ	Ê	ĚĚG
05:45	GĒ ĒĚĚ	ĖĖĖ ĚĚG	Ĝ ĖĚ	Ê	ĖĚĖ FĖĒ	17:45	ĒÊG ĚĖÊF	ĚĖĖ ĘĘÊ	Ę ĒĘ	Ê	ĚĖĘ ĚĜÊĒ
06:00	ĜĖ	ĚĖĒ	Ę	Ê	ĖĚĚ	18:00	ĖĖĖ	ĚĖÊ	ĚĖ	Ê	ĒGĚ
06:15	ĚĖĖ	ĖĖĖ	Ė	Ê	ĖĖĖ	18:15	ĖÊĖ	ĜÊ	Ė	Ê	ĖĜG
06:30	ĚĖF	ĚĖÊ	Ě	Ê	ËGĚ	18:30	ĚĘG	ĜĚ	Ė	Ê	ĖĘF
06:45	ĚĚÊ ĚFF	ĚĖĖ ĖĚĒ	Ě ĚĖ	Ê	ËGĘ ĚÊÊĖ	18:45	ĚĚĚ FĘĖ	FĚ ĒFĖ	Ē ËĚ	Ê	ĖĚĖ ĚĚĘĚ
07:00	ĚĚĚ	ĚĚĘ	Ę	Ê	ĖĚĘ	19:00	ĜĖ	FË	Ê	Ê	ĚĘF
07:15	ĚĚG	ĚĘĖ	Ę	Ê	ËGĘ	19:15	FG	ĘĚ	Ě	Ê	ĚĚĚ
07:30	ĚĚĚ	ĖGĚ	Ę	Ê	ĖĖĖ	19:30	ĜĘ	ĚĖ	Ē	Ê	ĖĖĖ
07:45	ĚĒG ĖÊĚ	ĚGĖ ĘĘĚ	G ËĘ	Ê	ĒĖG ĚĚĜĒ	19:45	GĖ ĒĖĚ	ĒF ËĖĘ	Ê Ě	Ê	ĚĖĜ ĖGĚ
08:00	ĚĚĚ	ĚĜĚ	ĚĚ	Ê	ĖĖĖ	20:00	ĘĒ	ĖĖ	Ē	Ê	ĚĖĖ
08:15	ĚÊĖ	ĚĜĖ	Ĝ	Ê	ĒÊĘ	20:15	FG	ĖĚ	F	Ê	ĚĒĜ
08:30	ĚÊĚ	ĚĘĒ	F	Ê	ĖFĚ	20:30	GĚ	ĖĚ	Ė	Ê	ĚĒĜ
08:45	ĚĒĖ ĚFĖ	ĚĘÊ FÊĜ	G ĒG	Ê	ĒÊÊ ĚĖĖĖ	20:45	ĘĒ ĖGĖ	ĒÊ ĖÊĒ	Ē ĚF	Ê	ĖÊĘ ĖÊĖ
09:00	ĚĒG	ĚĚG	ĚĚ	Ê	ĖĜG	21:00	ĖF	ĖĖ	ĚĚ	Ê	ĚĖĚ
09:15	ĚĒĘ	ĚĖĚ	Ĝ	Ê	ĖGĜ	21:15	ĘĘ	ĖĖ	ĚĚ	Ê	ĚĖĖ
09:30	ĚĒĜ	ĚFĚ	G	Ê	ĚĒG	21:30	ĖĚ	ĚĚ	Ë	Ê	ĜĜ
09:45	ĚĒĜ ĖĖĖ	ĚĘĖ ĘĖG	ĖĚ ĖÊ	Ê	ĒĖĖ ĖĖĖÊ	21:45	ĚG ĖĖĚ	ĖĚ ĖÊĖ	Ĝ ĒĒ	Ê	ĚÊG ĖĖĜ
10:00	ĚĒF	ĚĚĜ	ĚĒ	Ê	ĒĒĘ	22:00	ĚĘ	ĒĒ	Ě	Ê	GĒ
10:15	ĚĒĘ	ĚFG	G	Ê	ĒĖĖ	22:15	ĘĚ	ĚÊ	Ē	Ê	ĚÊĘ
10:30	ĚĖF	ĚĖĘ	ĚĒ	Ê	ĒĖĘ	22:30	ĚĜ	ĚÊ	Ê	Ê	FĜ
10:45	ĚGF ĘĚF	ĖĖĖ ĘGĖ	ĚĒ ĖĚ	Ê	ĚĖĖ ĚĖĖĘ	22:45	ĒF ĚGĖ	ĒF ĚĖÊ	Ë Ĝ	Ê	FĘ ĒĚĚ
11:00	ĚFĚ	ĚĘĖ	ĚĖ	Ê	ĖĚF	23:00	ĖĚ	ĖĘ	Ę	Ê	FF
11:15	ĚĘĚ	ĚĘĖ	ËË	Ê	ĚĖF	23:15	ËĖ	ĖĚ	Ê	Ê	ĚĜ
11:30	ĚĖĚ	ĚĘĖ	ĚĘ	Ê	ĒĖĖ	23:30	ĖĚ	ĖĒ	Ē	Ê	ĘÊ
11:45	ĖĖĚ ĘĒĜ	ĚĘĖ ĘĖĖ	ĚF ĘF	Ê	ĒĖĖ ĖĚĘĚ	23:45	ĒÊ ĚĚĚ	ĚG ĜĚ	F ĚĘ	Ê	ĖĖ ĖĚĚ
TOTALS	ĚĚĜĚ	ĖĚĚÊ	ĒĖÊ		9551	TOTALS	FËĘÊ	ĖĖĖĒ	ĚFĜ		13262
SPLIT %	ĚĚĎĜĢ	ĖËĎĖĢ	ĒĎFĢ		41.9%	SPLIT %	ĖĚĎFĢ	ĚĚĎĘĢ	ĒĎĘG		58.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	11,451	10,533	829	0	22,813

AM Peak Hour	ĚĚDĖĖ	ÊFDĒÊ	ĚĚDĖĚ		11:45	PM Peak Hour	ĚĘDĚĖ	ĚĘDĒÊ	ĚĚDĚĖ		16:30
AM Pk Volume	ĘĜĖ	FĖË	FĖ		1465	PM Pk Volume	ĚĚĚĚ	FFĘ	ĜĜ		2021
Pk Hr Factor	ÊĎĜĚĚ	ÊĎĜĘĚ	ÊĎGĖË		0.904	Pk Hr Factor	ÊĎĜĘĖ	ÊĎGĜG	ÊĎFFĒ		0.968
7 - 9 Volume	ĜFG	ĚĚFĒ	ĘĚ	Ė	2415	4 - 6 Volume	ËĖGĖ	ĒĚĚĘ	GĖ	Ė	3726
7 - 9 Peak Hour	ÊFDĖĖ	ÊFDĒÊ	ĚFDĚĖ		07:30	4 - 6 Peak Hour	ĚĘDĚĖ	ĚĘDĒÊ	ĚĘDÊÊ		16:30
7 - 9 Pk Volume	ĖĚĜ	FĖË	ĒG	Ė	1302	4 - 6 Pk Volume	ĚĚĚĚ	FFĘ	ĚĜ	Ė	2021
Pk Hr Factor	ÊĎĜĚĚ	ÊĎĜĘĚ	ÊĎĘFĜ	ÊĎĚĚĚ	0.943	Pk Hr Factor	ÊĎĜĘĖ	ÊĎGĜG	ÊĎĖGĒ	ÊĎĖĚĚ	0.968

Counts Unlimited
PO Box 1178
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Arrow Route
Weather: Clear

File Name : 02_RNC_Etiwanda_Arrow AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

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

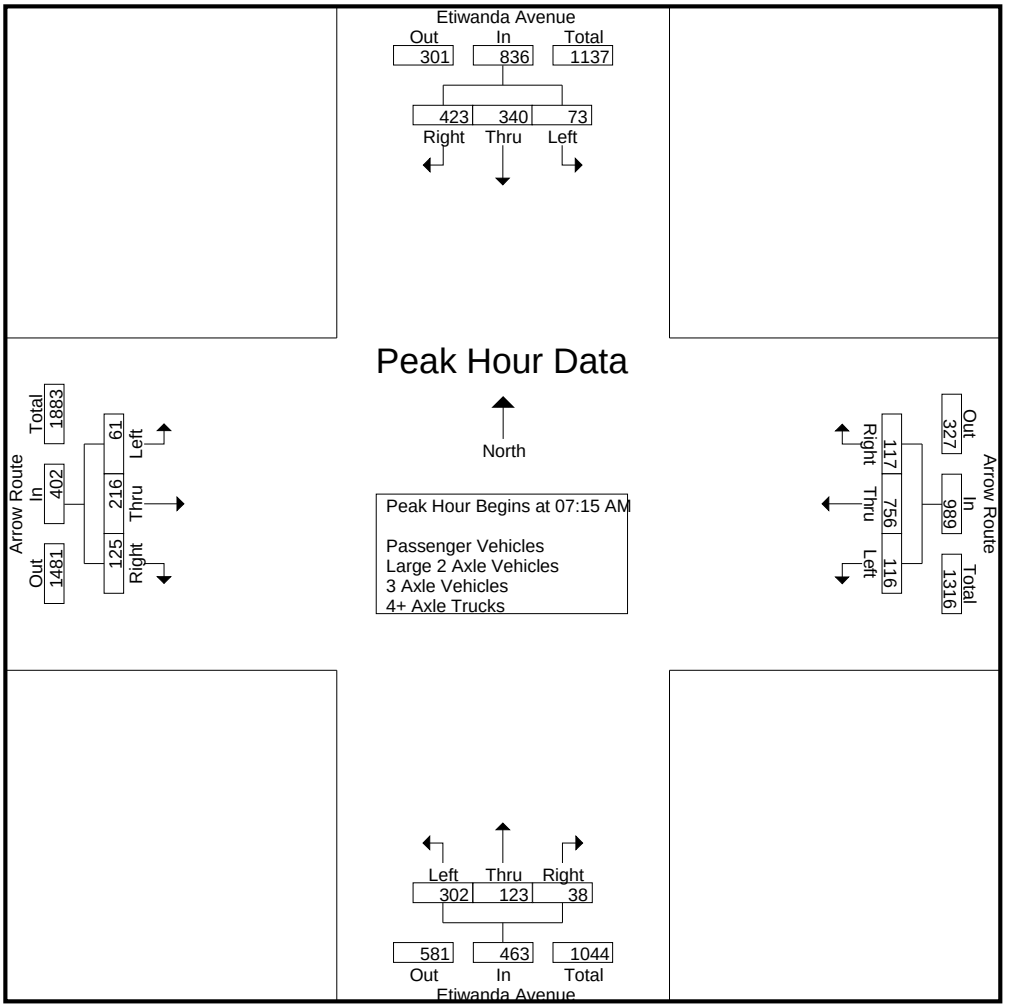
	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	20	94	64	178	30	131	20	181	52	28	5	85	18	43	24	85	529
07:15 AM	17	72	82	171	34	190	30	254	66	36	8	110	20	49	40	109	644
07:30 AM	15	100	99	214	19	184	20	223	97	33	11	141	13	64	30	107	685
07:45 AM	22	84	142	248	33	236	44	313	63	28	6	97	17	48	26	91	749
Total	74	350	387	811	116	741	114	971	278	125	30	433	68	204	120	392	2607
08:00 AM	19	84	100	203	30	146	23	199	76	26	13	115	11	55	29	95	612
08:15 AM	15	60	83	158	27	120	13	160	51	31	11	93	11	45	20	76	487
08:30 AM	23	43	55	121	14	103	18	135	45	22	6	73	14	26	23	63	392
08:45 AM	10	44	51	105	16	97	23	136	45	35	10	90	24	46	28	98	429
Total	67	231	289	587	87	466	77	630	217	114	40	371	60	172	100	332	1920
Grand Total	141	581	676	1398	203	1207	191	1601	495	239	70	804	128	376	220	724	4527
Apprch %	10.1	41.6	48.4		12.7	75.4	11.9		61.6	29.7	8.7		17.7	51.9	30.4		
Total %	3.1	12.8	14.9	30.9	4.5	26.7	4.2	35.4	10.9	5.3	1.5	17.8	2.8	8.3	4.9	16	
Passenger Vehicles	133	532	645	1310	175	1169	175	1519	439	198	63	700	114	354	170	638	4167
% Passenger Vehicles	94.3	91.6	95.4	93.7	86.2	96.9	91.6	94.9	88.7	82.8	90	87.1	89.1	94.1	77.3	88.1	92
Large 2 Axle Vehicles	4	8	5	17	13	19	4	36	12	9	2	23	2	15	7	24	100
% Large 2 Axle Vehicles	2.8	1.4	0.7	1.2	6.4	1.6	2.1	2.2	2.4	3.8	2.9	2.9	1.6	4	3.2	3.3	2.2
3 Axle Vehicles	4	12	3	19	4	4	5	13	12	16	1	29	2	3	14	19	80
% 3 Axle Vehicles	2.8	2.1	0.4	1.4	2	0.3	2.6	0.8	2.4	6.7	1.4	3.6	1.6	0.8	6.4	2.6	1.8
4+ Axle Trucks	0	29	23	52	11	15	7	33	32	16	4	52	10	4	29	43	180
% 4+ Axle Trucks	0	5	3.4	3.7	5.4	1.2	3.7	2.1	6.5	6.7	5.7	6.5	7.8	1.1	13.2	5.9	4

	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	17	72	82	171	**34**	190	30	254	66	**36**	8	110	**20**	49	**40**	**109**	644
07:30 AM	15	**100**	99	214	19	184	20	223	**97**	33	11	**141**	13	**64**	30	107	685
07:45 AM	**22**	84	**142**	**248**	33	**236**	**44**	**313**	63	28	6	97	17	48	26	91	**749**
08:00 AM	19	84	100	203	30	146	23	199	76	26	**13**	115	11	55	29	95	612
Total Volume	73	340	423	836	116	756	117	989	302	123	38	463	61	216	125	402	2690
% App. Total	8.7	40.7	50.6		11.7	76.4	11.8		65.2	26.6	8.2		15.2	53.7	31.1		
PHF	.830	.850	.745	.843	.853	.801	.665	.790	.778	.854	.731	.821	.763	.844	.781	.922	.898

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File Name : 02_RNC_Etiwanda_Arrow AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	17	72	82	171	**34**	190	30	254	66	**36**	8	110	**20**	49	**40**	**109**
+15 mins.	15	**100**	99	214	19	184	20	223	**97**	33	11	**141**	13	**64**	30	107
+30 mins.	**22**	84	**142**	**248**	33	**236**	**44**	**313**	63	28	6	97	17	48	26	91
+45 mins.	19	84	100	203	30	146	23	199	76	26	**13**	115	11	55	29	95
Total Volume	73	340	423	836	116	756	117	989	302	123	38	463	61	216	125	402
% App. Total	8.7	40.7	50.6		11.7	76.4	11.8		65.2	26.6	8.2		15.2	53.7	31.1	
PHF	.830	.850	.745	.843	.853	.801	.665	.790	.778	.854	.731	.821	.763	.844	.781	.922

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
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File Name : 02_RNC_Etiwanda_Arrow AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- Passenger Vehicles

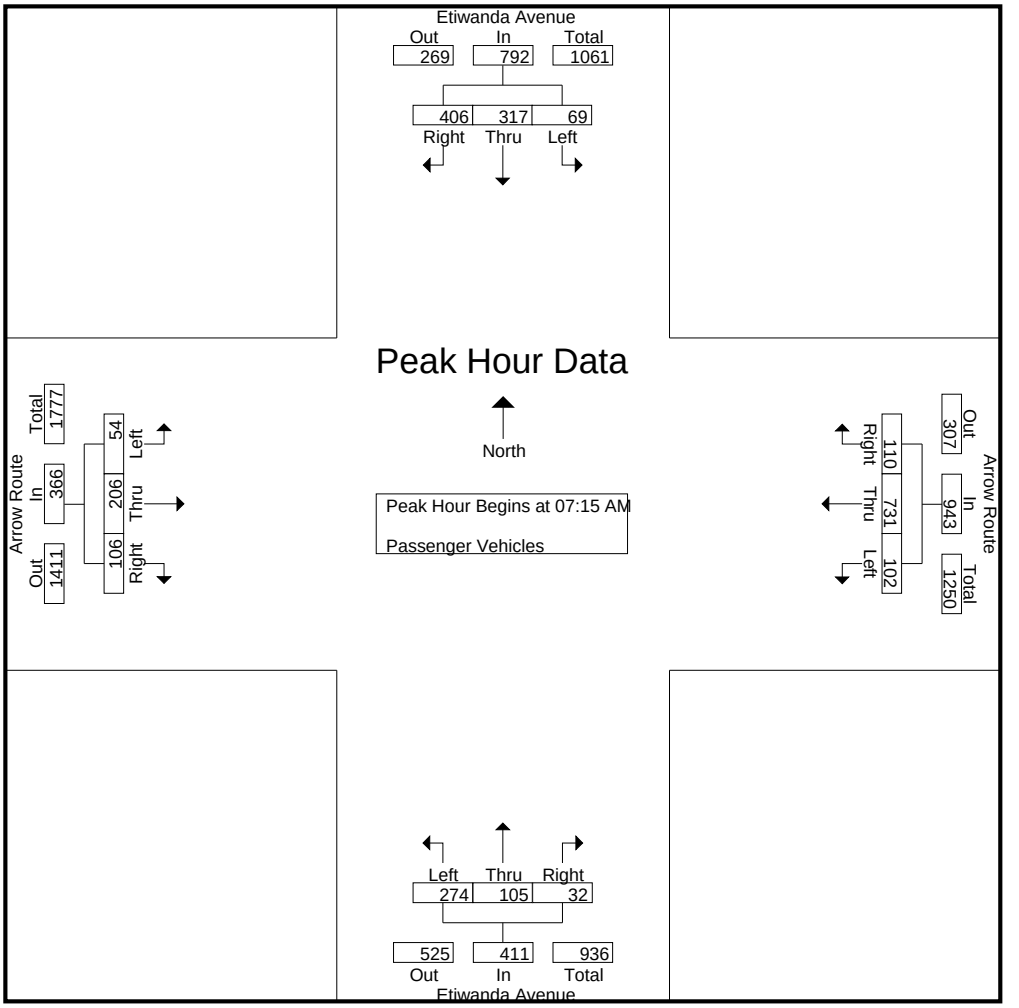
	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	20	90	63	173	23	127	16	166	43	25	5	73	14	38	20	72	484
07:15 AM	16	66	77	159	29	182	29	240	59	29	6	94	15	48	36	99	592
07:30 AM	14	97	96	207	17	181	17	215	91	28	11	130	13	62	27	102	654
07:45 AM	20	76	139	235	30	229	41	300	58	24	5	87	15	46	23	84	706
Total	70	329	375	774	99	719	103	921	251	106	27	384	57	194	106	357	2436
08:00 AM	19	78	94	191	26	139	23	188	66	24	10	100	11	50	20	81	560
08:15 AM	14	50	77	141	24	118	12	154	46	23	11	80	10	41	14	65	440
08:30 AM	21	39	52	112	12	99	17	128	39	17	6	62	14	24	13	51	353
08:45 AM	9	36	47	92	14	94	20	128	37	28	9	74	22	45	17	84	378
Total	63	203	270	536	76	450	72	598	188	92	36	316	57	160	64	281	1731
Grand Total	133	532	645	1310	175	1169	175	1519	439	198	63	700	114	354	170	638	4167
Apprch %	10.2	40.6	49.2		11.5	77	11.5		62.7	28.3	9		17.9	55.5	26.6		
Total %	3.2	12.8	15.5	31.4	4.2	28.1	4.2	36.5	10.5	4.8	1.5	16.8	2.7	8.5	4.1	15.3	

	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	16	66	77	159	29	182	29	240	59	**29**	6	94	**15**	48	**36**	99	592
07:30 AM	14	**97**	96	207	17	181	17	215	**91**	28	**11**	**130**	13	**62**	27	**102**	654
07:45 AM	**20**	76	**139**	**235**	**30**	**229**	**41**	**300**	58	24	5	87	15	46	23	84	**706**
08:00 AM	19	78	94	191	26	139	23	188	66	24	10	100	11	50	20	81	560
Total Volume	69	317	406	792	102	731	110	943	274	105	32	411	54	206	106	366	2512
% App. Total	8.7	40	51.3		10.8	77.5	11.7		66.7	25.5	7.8		14.8	56.3	29		
PHF	.863	.817	.730	.843	.850	.798	.671	.786	.753	.905	.727	.790	.900	.831	.736	.897	.890

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

City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Arrow Route
Weather: Clear

File Name : 02_RNC_Etiwanda_Arrow AM
Site Code : 22520079
Start Date : 2/5/2020



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	16	66	77	159	29	182	29	240	59	**29**	6	94	**15**	48	**36**	99
+15 mins.	14	**97**	96	207	17	181	17	215	**91**	28	**11**	**130**	13	**62**	27	**102**
+30 mins.	**20**	76	**139**	**235**	**30**	**229**	**41**	**300**	58	24	5	87	15	46	23	84
+45 mins.	19	78	94	191	26	139	23	188	66	24	10	100	11	50	20	81
Total Volume	69	317	406	792	102	731	110	943	274	105	32	411	54	206	106	366
% App. Total	8.7	40	51.3		10.8	77.5	11.7		66.7	25.5	7.8		14.8	56.3	29	
PHF	.863	.817	.730	.843	.850	.798	.671	.786	.753	.905	.727	.790	.900	.831	.736	.897

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File Name : 02_RNC_Etiwanda_Arrow AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- Large 2 Axle Vehicles

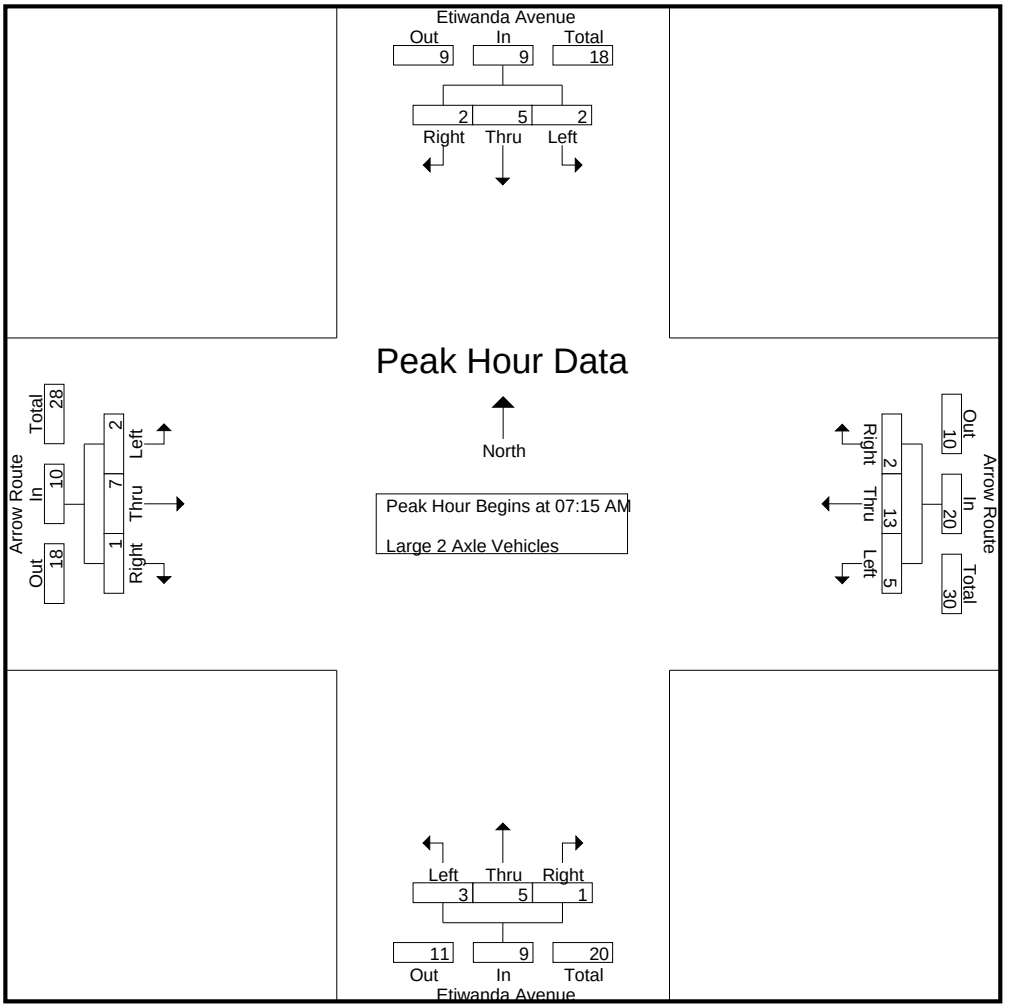
	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	6	3	0	9	1	1	0	2	0	4	0	4	16
07:15 AM	0	3	2	5	2	6	0	8	0	3	0	3	2	1	0	3	19
07:30 AM	1	2	0	3	0	1	1	2	0	0	0	0	0	1	1	2	7
07:45 AM	1	0	0	1	1	4	1	6	1	2	0	3	0	2	0	2	12
Total	2	5	3	10	9	14	2	25	2	6	0	8	2	8	1	11	54
08:00 AM	0	0	0	0	2	2	0	4	2	0	1	3	0	3	0	3	10
08:15 AM	1	1	0	2	1	1	0	2	2	1	0	3	0	2	1	3	10
08:30 AM	0	0	1	1	0	1	1	2	3	2	0	5	0	1	1	2	10
08:45 AM	1	2	1	4	1	1	1	3	3	0	1	4	0	1	4	5	16
Total	2	3	2	7	4	5	2	11	10	3	2	15	0	7	6	13	46
Grand Total	4	8	5	17	13	19	4	36	12	9	2	23	2	15	7	24	100
Apprch %	23.5	47.1	29.4		36.1	52.8	11.1		52.2	39.1	8.7		8.3	62.5	29.2		
Total %	4	8	5	17	13	19	4	36	12	9	2	23	2	15	7	24	

	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**3**	**2**	**5**	**2**	**6**	0	**8**	0	**3**	0	**3**	**2**	1	0	**3**	**19**
07:30 AM	**1**	2	0	3	0	1	**1**	2	0	0	0	0	0	1	**1**	2	7
07:45 AM	1	0	0	1	1	4	1	6	1	2	0	3	0	2	0	2	12
08:00 AM	0	0	0	0	2	2	0	4	**2**	0	**1**	3	0	**3**	0	3	10
Total Volume	2	5	2	9	5	13	2	20	3	5	1	9	2	7	1	10	48
% App. Total	22.2	55.6	22.2		25	65	10		33.3	55.6	11.1		20	70	10		
PHF	.500	.417	.250	.450	.625	.542	.500	.625	.375	.417	.250	.750	.250	.583	.250	.833	.632

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File Name : 02_RNC_Etiwanda_Arrow AM
Site Code : 22520079
Start Date : 2/5/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**3**	**2**	**5**	**2**	**6**	0	**8**	0	**3**	0	**3**	**2**	1	0	**3**
+15 mins.	**1**	2	0	3	0	1	**1**	2	0	0	0	0	0	1	**1**	2
+30 mins.	1	0	0	1	1	4	1	6	1	2	0	3	0	2	0	2
+45 mins.	0	0	0	0	2	2	0	4	**2**	0	**1**	3	0	**3**	0	3
Total Volume	2	5	2	9	5	13	2	20	3	5	1	9	2	7	1	10
% App. Total	22.2	55.6	22.2		25	65	10		33.3	55.6	11.1		20	70	10	
PHF	.500	.417	.250	.450	.625	.542	.500	.625	.375	.417	.250	.750	.250	.583	.250	.833

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City of Rancho Cucamonga
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File Name : 02_RNC_Etiwanda_Arrow AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 3 Axle Vehicles

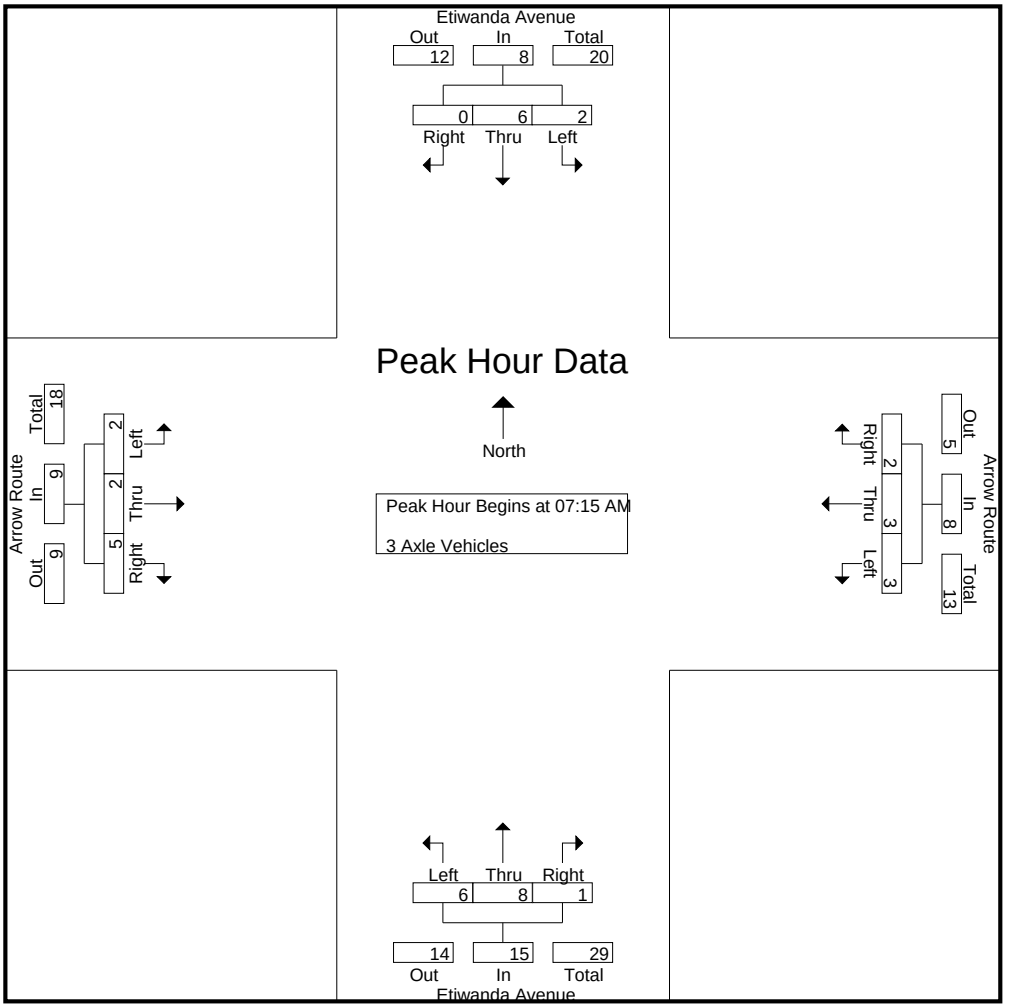
	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	2	1	0	3	0	0	2	2	9
07:15 AM	1	1	0	2	0	0	0	0	1	4	0	5	2	0	1	3	10
07:30 AM	0	0	0	0	1	1	0	2	2	2	0	4	0	0	1	1	7
07:45 AM	1	2	0	3	1	1	2	4	1	1	0	2	0	0	0	0	9
Total	2	7	0	9	2	2	2	6	6	8	0	14	2	0	4	6	35
08:00 AM	0	3	0	3	1	1	0	2	2	1	1	4	0	2	3	5	14
08:15 AM	0	1	2	3	1	0	1	2	0	3	0	3	0	0	2	2	10
08:30 AM	2	0	0	2	0	1	0	1	2	2	0	4	0	1	2	3	10
08:45 AM	0	1	1	2	0	0	2	2	2	2	0	4	0	0	3	3	11
Total	2	5	3	10	2	2	3	7	6	8	1	15	0	3	10	13	45
Grand Total	4	12	3	19	4	4	5	13	12	16	1	29	2	3	14	19	80
Apprch %	21.1	63.2	15.8		30.8	30.8	38.5		41.4	55.2	3.4		10.5	15.8	73.7		
Total %	5	15	3.8	23.8	5	5	6.2	16.2	15	20	1.2	36.2	2.5	3.8	17.5	23.8	

	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	1	0	2	0	0	0	0	1	**4**	0	**5**	**2**	0	1	3	10
07:30 AM	0	0	0	0	**1**	**1**	0	2	**2**	2	0	4	0	0	1	1	7
07:45 AM	1	2	0	**3**	1	1	**2**	**4**	1	1	0	2	0	0	0	0	9
08:00 AM	0	**3**	0	3	1	1	0	2	2	1	**1**	4	0	**2**	**3**	**5**	**14**
Total Volume	2	6	0	8	3	3	2	8	6	8	1	15	2	2	5	9	40
% App. Total	25	75	0		37.5	37.5	25		40	53.3	6.7		22.2	22.2	55.6		
PHF	.500	.500	.000	.667	.750	.750	.250	.500	.750	.500	.250	.750	.250	.250	.417	.450	.714

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
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File Name : 02_RNC_Etiwanda_Arrow AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	1	0	2	0	0	0	0	1	**4**	0	**5**	**2**	0	1	3
+15 mins.	0	0	0	0	**1**	**1**	0	2	**2**	2	0	4	0	0	1	1
+30 mins.	1	2	0	**3**	1	1	**2**	**4**	1	1	0	2	0	0	0	0
+45 mins.	0	**3**	0	3	1	1	0	2	2	1	**1**	4	0	**2**	**3**	**5**
Total Volume	2	6	0	8	3	3	2	8	6	8	1	15	2	2	5	9
% App. Total	25	75	0		37.5	37.5	25		40	53.3	6.7		22.2	22.2	55.6	
PHF	.500	.500	.000	.667	.750	.750	.250	.500	.750	.500	.250	.750	.250	.250	.417	.450

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City of Rancho Cucamonga
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File Name : 02_RNC_Etiwanda_Arrow AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 4+ Axle Trucks

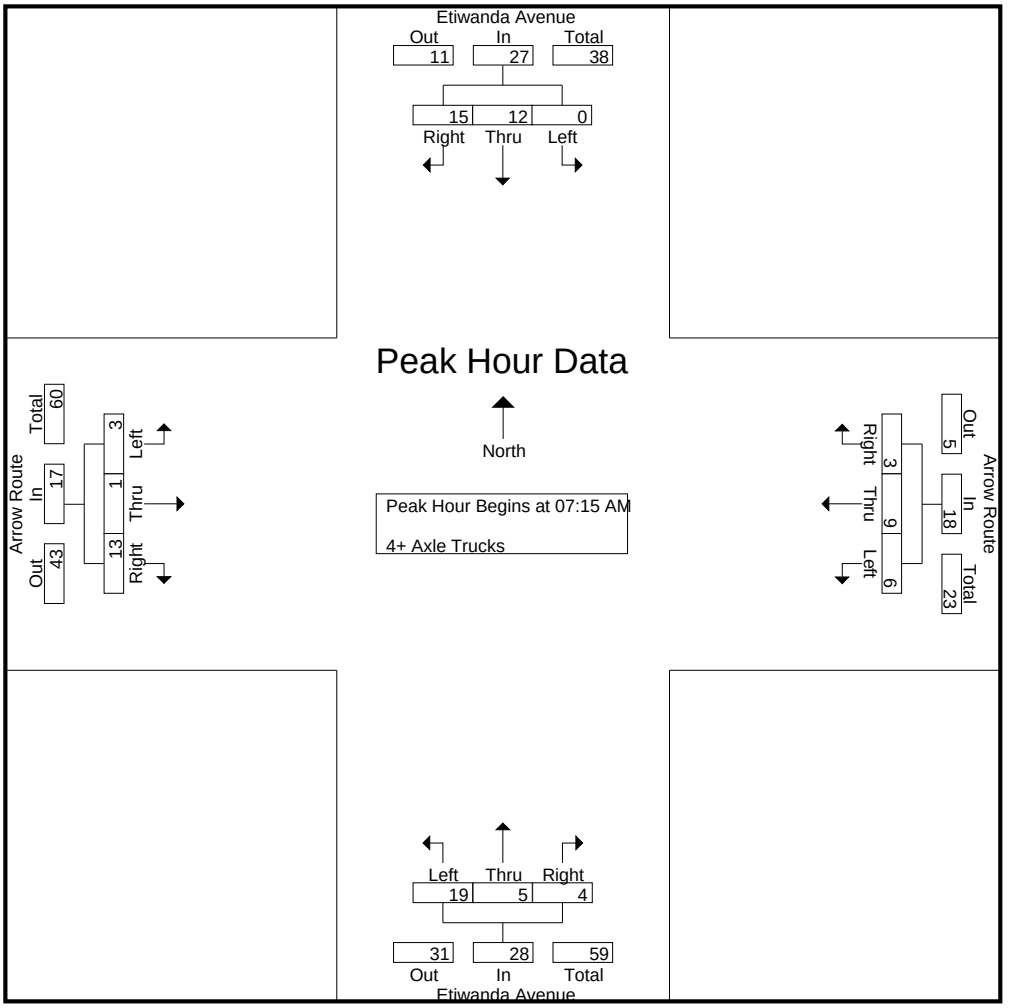
	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	4	6	6	1	0	7	4	1	2	7	20
07:15 AM	0	2	3	5	3	2	1	6	6	0	2	8	1	0	3	4	23
07:30 AM	0	1	3	4	1	1	2	4	4	3	0	7	0	1	1	2	17
07:45 AM	0	6	3	9	1	2	0	3	3	1	1	5	2	0	3	5	22
Total	0	9	9	18	6	6	7	19	19	5	3	27	7	2	9	18	82
08:00 AM	0	3	6	9	1	4	0	5	6	1	1	8	0	0	6	6	28
08:15 AM	0	8	4	12	1	1	0	2	3	4	0	7	1	2	3	6	27
08:30 AM	0	4	2	6	2	2	0	4	1	1	0	2	0	0	7	7	19
08:45 AM	0	5	2	7	1	2	0	3	3	5	0	8	2	0	4	6	24
Total	0	20	14	34	5	9	0	14	13	11	1	25	3	2	20	25	98
Grand Total	0	29	23	52	11	15	7	33	32	16	4	52	10	4	29	43	180
Apprch %	0	55.8	44.2		33.3	45.5	21.2		61.5	30.8	7.7		23.3	9.3	67.4		
Total %	0	16.1	12.8	28.9	6.1	8.3	3.9	18.3	17.8	8.9	2.2	28.9	5.6	2.2	16.1	23.9	

	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	3	5	**3**	2	1	**6**	**6**	0	**2**	**8**	1	0	3	4	23
07:30 AM	0	1	3	4	1	1	**2**	4	4	**3**	0	7	0	**1**	1	2	17
07:45 AM	0	**6**	3	**9**	1	2	0	3	3	1	1	5	**2**	0	3	5	22
08:00 AM	0	3	**6**	9	1	**4**	0	5	6	1	1	8	0	0	**6**	**6**	**28**
Total Volume	0	12	15	27	6	9	3	18	19	5	4	28	3	1	13	17	90
% App. Total	0	44.4	55.6		33.3	50	16.7		67.9	17.9	14.3		17.6	5.9	76.5		
PHF	.000	.500	.625	.750	.500	.563	.375	.750	.792	.417	.500	.875	.375	.250	.542	.708	.804

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City of Rancho Cucamonga
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File Name : 02_RNC_Etiwanda_Arrow AM
Site Code : 22520079
Start Date : 2/5/2020



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	2	3	5	**3**	2	1	**6**	**6**	0	**2**	**8**	1	0	3	4
+15 mins.	0	1	3	4	1	1	**2**	4	4	**3**	0	7	0	**1**	1	2
+30 mins.	0	**6**	3	**9**	1	2	0	3	3	1	1	5	**2**	0	3	5
+45 mins.	0	3	**6**	9	1	**4**	0	5	6	1	1	8	0	0	**6**	**6**
Total Volume	0	12	15	27	6	9	3	18	19	5	4	28	3	1	13	17
% App. Total	0	44.4	55.6		33.3	50	16.7		67.9	17.9	14.3		17.6	5.9	76.5	
PHF	.000	.500	.625	.750	.500	.563	.375	.750	.792	.417	.500	.875	.375	.250	.542	.708

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File Name : 02_RNC_Etiwanda_Arrow PM
Site Code : 22520079
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Page No : 1

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

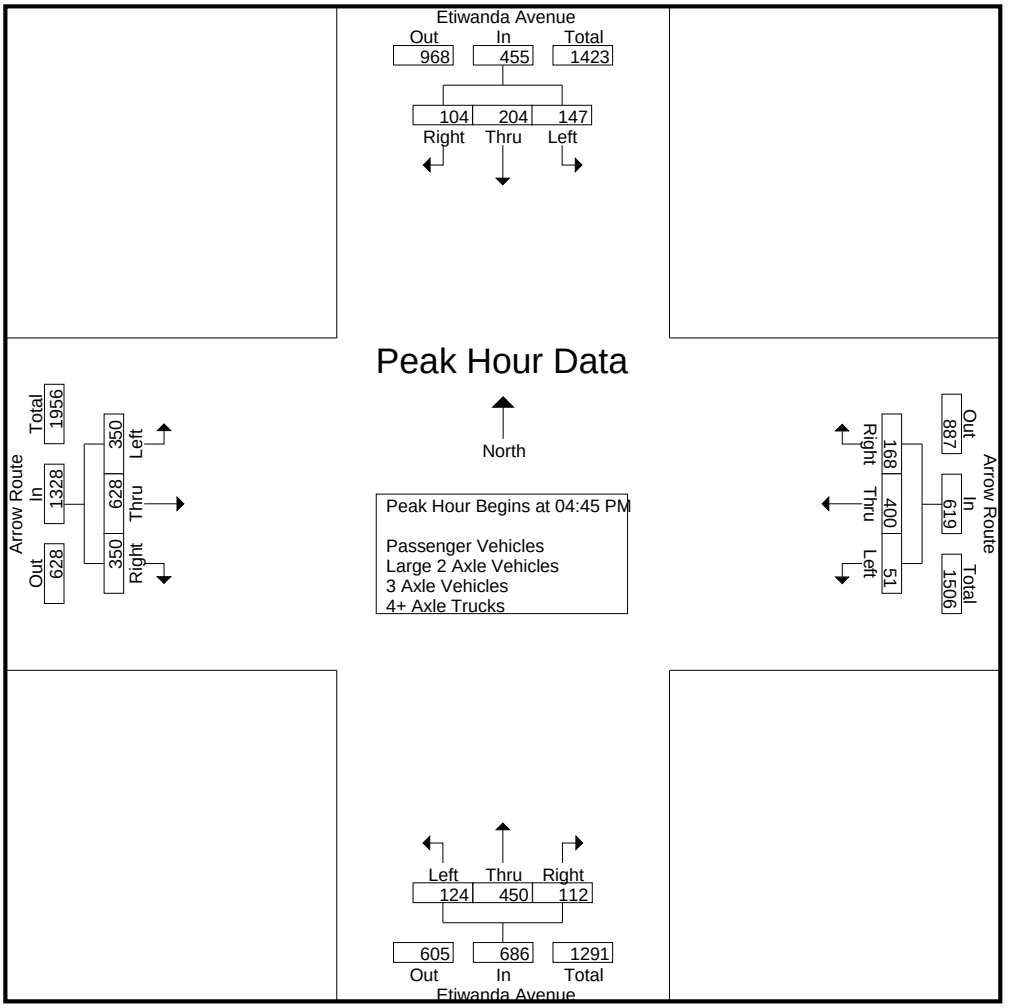
	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	34	40	26	100	14	92	39	145	26	94	30	150	72	161	83	316	711
04:15 PM	33	56	31	120	15	89	31	135	47	112	39	198	66	132	69	267	720
04:30 PM	24	45	21	90	15	85	41	141	50	110	21	181	89	145	83	317	729
04:45 PM	28	62	29	119	10	96	47	153	35	111	21	167	91	156	74	321	760
Total	119	203	107	429	54	362	158	574	158	427	111	696	318	594	309	1221	2920
05:00 PM	39	46	24	109	16	103	49	168	25	110	34	169	77	161	96	334	780
05:15 PM	42	51	19	112	18	110	43	171	31	116	25	172	85	143	99	327	782
05:30 PM	38	45	32	115	7	91	29	127	33	113	32	178	97	168	81	346	766
05:45 PM	28	36	16	80	12	98	41	151	42	93	33	168	93	140	68	301	700
Total	147	178	91	416	53	402	162	617	131	432	124	687	352	612	344	1308	3028
Grand Total	266	381	198	845	107	764	320	1191	289	859	235	1383	670	1206	653	2529	5948
Apprch %	31.5	45.1	23.4		9	64.1	26.9		20.9	62.1	17		26.5	47.7	25.8		
Total %	4.5	6.4	3.3	14.2	1.8	12.8	5.4	20	4.9	14.4	4	23.3	11.3	20.3	11	42.5	
Passenger Vehicles	259	322	190	771	97	750	310	1157	261	833	225	1319	661	1186	569	2416	5663
% Passenger Vehicles	97.4	84.5	96	91.2	90.7	98.2	96.9	97.1	90.3	97	95.7	95.4	98.7	98.3	87.1	95.5	95.2
Large 2 Axle Vehicles	2	9	4	15	3	6	3	12	6	6	4	16	2	11	7	20	63
% Large 2 Axle Vehicles	0.8	2.4	2	1.8	2.8	0.8	0.9	1	2.1	0.7	1.7	1.2	0.3	0.9	1.1	0.8	1.1
3 Axle Vehicles	0	34	0	34	4	2	4	10	5	5	2	12	0	4	35	39	95
% 3 Axle Vehicles	0	8.9	0	4	3.7	0.3	1.2	0.8	1.7	0.6	0.9	0.9	0	0.3	5.4	1.5	1.6
4+ Axle Trucks	5	16	4	25	3	6	3	12	17	15	4	36	7	5	42	54	127
% 4+ Axle Trucks	1.9	4.2	2	3	2.8	0.8	0.9	1	5.9	1.7	1.7	2.6	1	0.4	6.4	2.1	2.1

	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	28	**62**	29	**119**	10	96	47	153	**35**	111	21	167	91	156	74	321	760
05:00 PM	39	46	24	109	16	103	**49**	168	25	110	**34**	169	77	161	96	334	780
05:15 PM	**42**	51	19	112	**18**	**110**	43	**171**	31	**116**	25	172	85	143	**99**	327	**782**
05:30 PM	38	45	**32**	115	7	91	29	127	33	113	32	**178**	**97**	**168**	81	**346**	766
Total Volume	147	204	104	455	51	400	168	619	124	450	112	686	350	628	350	1328	3088
% App. Total	32.3	44.8	22.9		8.2	64.6	27.1		18.1	65.6	16.3		26.4	47.3	26.4		
PHF	.875	.823	.813	.956	.708	.909	.857	.905	.886	.970	.824	.963	.902	.935	.884	.960	.987

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Site Code : 22520079
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:15 PM				04:45 PM			
+0 mins.	28	**62**	29	**119**	15	85	41	141	47	**112**	**39**	**198**	91	156	74	321
+15 mins.	39	46	24	109	10	96	47	153	**50**	110	21	181	77	161	96	334
+30 mins.	**42**	51	19	112	16	103	**49**	168	35	111	21	167	85	143	**99**	327
+45 mins.	38	45	**32**	115	**18**	**110**	43	**171**	25	110	34	169	**97**	**168**	81	**346**
Total Volume	147	204	104	455	59	394	180	633	157	443	115	715	350	628	350	1328
% App. Total	32.3	44.8	22.9		9.3	62.2	28.4		22	62	16.1		26.4	47.3	26.4	
PHF	.875	.823	.813	.956	.819	.895	.918	.925	.785	.989	.737	.903	.902	.935	.884	.960

Counts Unlimited
PO Box 1178
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Arrow Route
Weather: Clear

File Name : 02_RNC_Etiwanda_Arrow PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- Passenger Vehicles

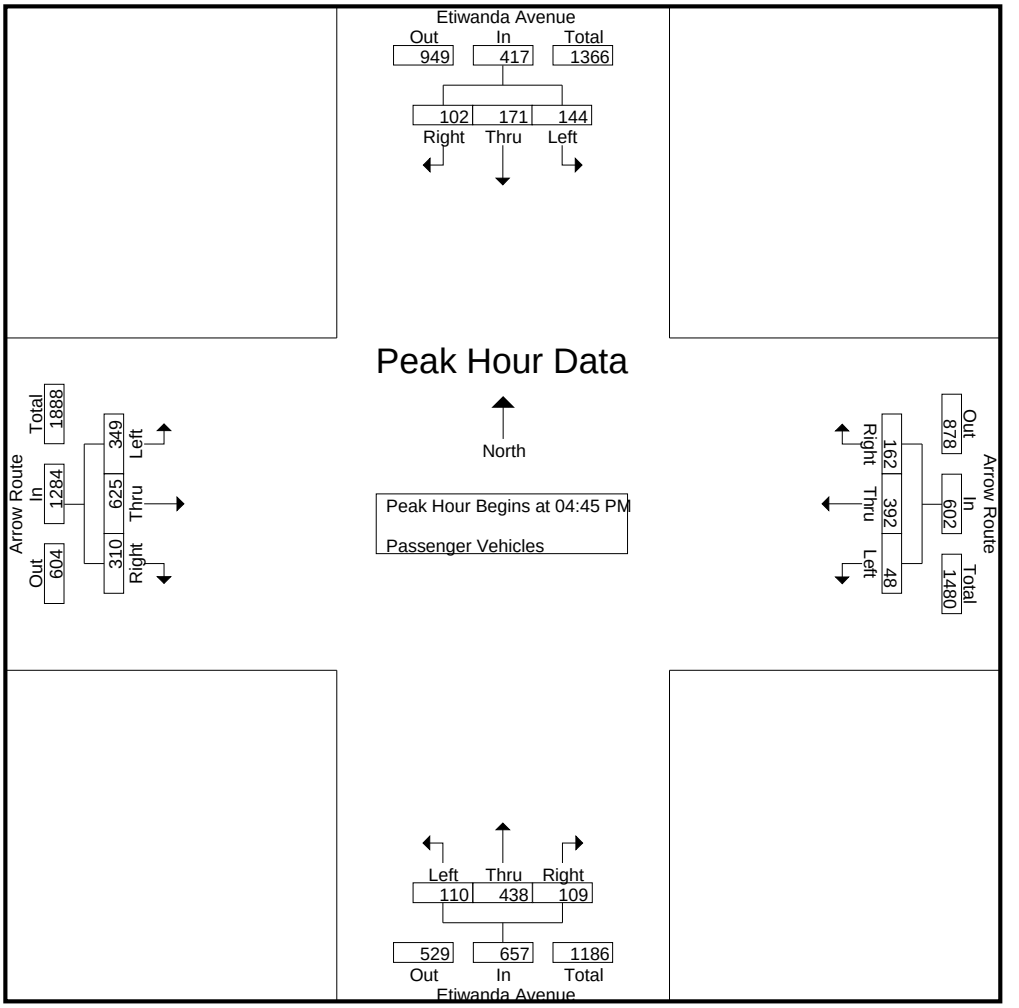
	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	32	36	23	91	13	90	38	141	24	91	25	140	68	159	76	303	675
04:15 PM	32	47	28	107	13	87	30	130	42	110	37	189	63	127	58	248	674
04:30 PM	24	37	21	82	13	83	39	135	49	105	21	175	89	140	65	294	686
04:45 PM	27	49	29	105	10	94	45	149	34	110	20	164	90	155	61	306	724
Total	115	169	101	385	49	354	152	555	149	416	103	668	310	581	260	1151	2759
05:00 PM	39	36	23	98	14	101	49	164	22	108	33	163	77	161	84	322	747
05:15 PM	41	45	18	104	17	109	41	167	25	110	24	159	85	142	91	318	748
05:30 PM	37	41	32	110	7	88	27	122	29	110	32	171	97	167	74	338	741
05:45 PM	27	31	16	74	10	98	41	149	36	89	33	158	92	135	60	287	668
Total	144	153	89	386	48	396	158	602	112	417	122	651	351	605	309	1265	2904
Grand Total	259	322	190	771	97	750	310	1157	261	833	225	1319	661	1186	569	2416	5663
Apprch %	33.6	41.8	24.6		8.4	64.8	26.8		19.8	63.2	17.1		27.4	49.1	23.6		
Total %	4.6	5.7	3.4	13.6	1.7	13.2	5.5	20.4	4.6	14.7	4	23.3	11.7	20.9	10	42.7	

	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	27	**49**	29	105	10	94	45	149	**34**	**110**	20	164	90	155	61	306	724
05:00 PM	39	36	23	98	14	101	**49**	164	22	108	**33**	163	77	161	84	322	747
05:15 PM	**41**	45	18	104	**17**	**109**	41	**167**	25	110	24	159	85	142	**91**	318	**748**
05:30 PM	37	41	**32**	**110**	7	88	27	122	29	110	32	**171**	**97**	**167**	74	**338**	741
Total Volume	144	171	102	417	48	392	162	602	110	438	109	657	349	625	310	1284	2960
% App. Total	34.5	41	24.5		8	65.1	26.9		16.7	66.7	16.6		27.2	48.7	24.1		
PHF	.878	.872	.797	.948	.706	.899	.827	.901	.809	.995	.826	.961	.899	.936	.852	.950	.989

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Arrow Route
Weather: Clear

File Name : 02_RNC_Etiwanda_Arrow PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	27	**49**	29	105	10	94	45	149	**34**	**110**	20	164	90	155	61	306
+15 mins.	39	36	23	98	14	101	**49**	164	22	108	**33**	163	77	161	84	322
+30 mins.	**41**	45	18	104	**17**	**109**	41	**167**	25	110	24	159	85	142	**91**	318
+45 mins.	37	41	**32**	**110**	7	88	27	122	29	110	32	**171**	**97**	**167**	74	**338**
Total Volume	144	171	102	417	48	392	162	602	110	438	109	657	349	625	310	1284
% App. Total	34.5	41	24.5		8	65.1	26.9		16.7	66.7	16.6		27.2	48.7	24.1	
PHF	.878	.872	.797	.948	.706	.899	.827	.901	.809	.995	.826	.961	.899	.936	.852	.950

Counts Unlimited
PO Box 1178
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Arrow Route
Weather: Clear

File Name : 02_RNC_Etiwanda_Arrow PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- Large 2 Axle Vehicles

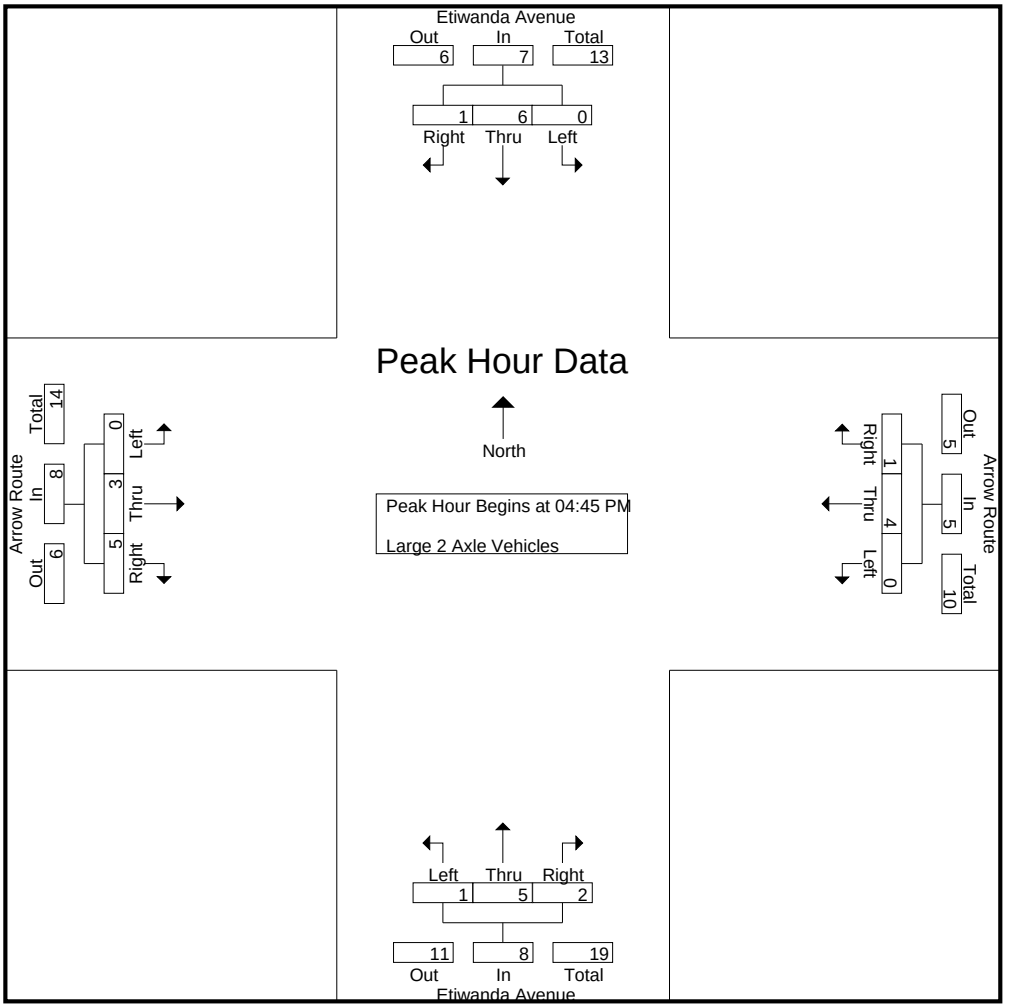
	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	1	2	0	1	1	2	0	0	1	1	1	1	0	2	7
04:15 PM	0	2	2	4	1	0	0	1	4	0	1	5	1	1	1	3	13
04:30 PM	0	1	0	1	1	1	1	3	0	1	0	1	0	1	1	2	7
04:45 PM	0	2	0	2	0	1	0	1	1	1	0	2	0	1	2	3	8
Total	1	5	3	9	2	3	2	7	5	2	2	9	2	4	4	10	35
05:00 PM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	1	1	4
05:15 PM	0	1	1	2	0	0	0	0	0	3	1	4	0	1	1	2	8
05:30 PM	0	2	0	2	0	3	1	4	0	0	0	0	0	1	1	2	8
05:45 PM	1	0	0	1	1	0	0	1	1	0	0	1	0	5	0	5	8
Total	1	4	1	6	1	3	1	5	1	4	2	7	0	7	3	10	28
Grand Total	2	9	4	15	3	6	3	12	6	6	4	16	2	11	7	20	63
Apprch %	13.3	60	26.7		25	50	25		37.5	37.5	25		10	55	35		
Total %	3.2	14.3	6.3	23.8	4.8	9.5	4.8	19	9.5	9.5	6.3	25.4	3.2	17.5	11.1	31.7	

	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**2**	0	**2**	0	1	0	1	**1**	1	0	2	0	**1**	**2**	**3**	**8**
05:00 PM	0	1	0	1	0	0	0	0	0	1	**1**	2	0	0	1	1	4
05:15 PM	0	1	**1**	2	0	0	0	0	0	**3**	1	**4**	0	1	1	2	8
05:30 PM	0	2	0	2	0	**3**	**1**	**4**	0	0	0	0	0	1	1	2	8
Total Volume	0	6	1	7	0	4	1	5	1	5	2	8	0	3	5	8	28
% App. Total	0	85.7	14.3		0	80	20		12.5	62.5	25		0	37.5	62.5		
PHF	.000	.750	.250	.875	.000	.333	.250	.313	.250	.417	.500	.500	.000	.750	.625	.667	.875

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Arrow Route
Weather: Clear

File Name : 02_RNC_Etiwanda_Arrow PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**2**	0	**2**	0	1	0	1	**1**	1	0	2	0	**1**	**2**	**3**
+15 mins.	0	1	0	1	0	0	0	0	0	1	**1**	2	0	0	1	1
+30 mins.	0	1	**1**	2	0	0	0	0	0	**3**	1	**4**	0	1	1	2
+45 mins.	0	2	0	2	0	**3**	**1**	**4**	0	0	0	0	0	1	1	2
Total Volume	0	6	1	7	0	4	1	5	1	5	2	8	0	3	5	8
% App. Total	0	85.7	14.3		0	80	20		12.5	62.5	25		0	37.5	62.5	
PHF	.000	.750	.250	.875	.000	.333	.250	.313	.250	.417	.500	.500	.000	.750	.625	.667

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Arrow Route
Weather: Clear

File Name : 02_RNC_Etiwanda_Arrow PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 3 Axle Vehicles

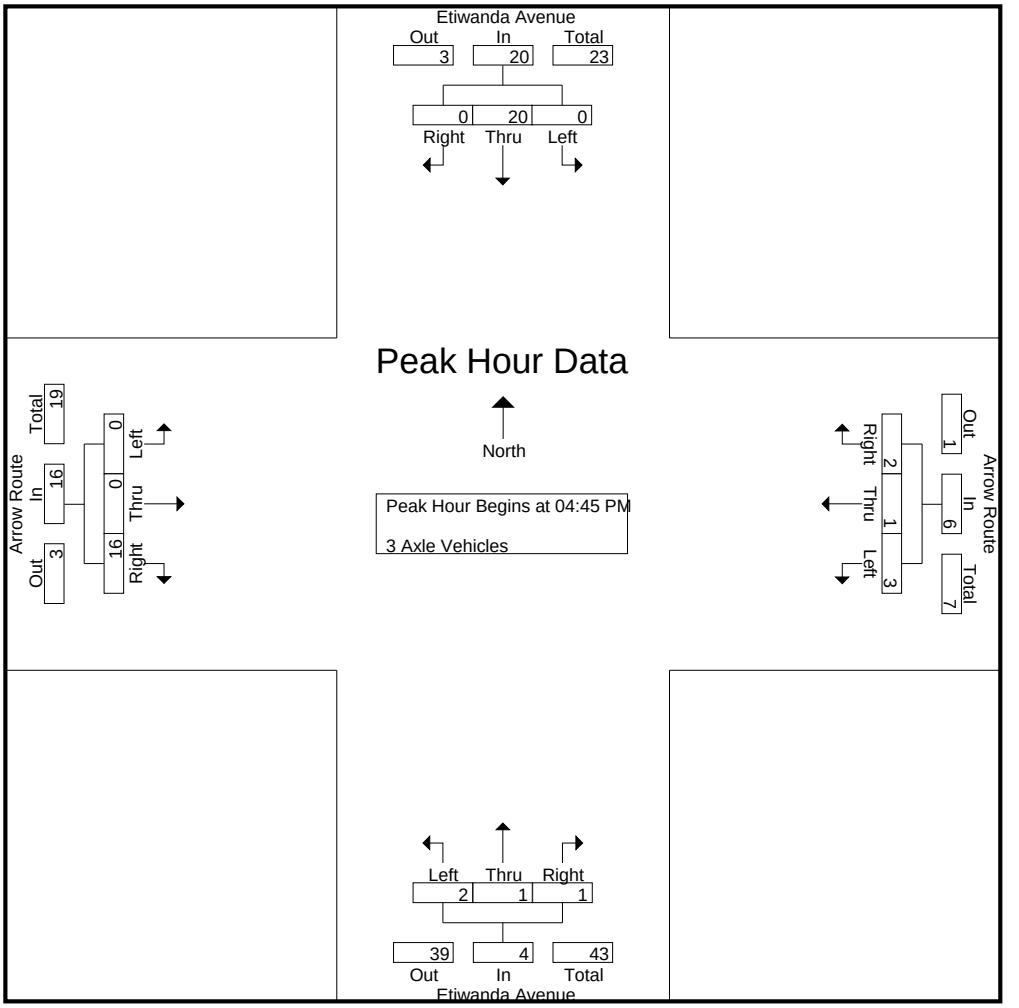
	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	1	5	6	7
04:15 PM	0	5	0	5	0	0	1	1	1	1	0	2	0	1	7	8	16
04:30 PM	0	6	0	6	1	1	1	3	1	2	0	3	0	2	4	6	18
04:45 PM	0	9	0	9	0	0	1	1	0	0	1	1	0	0	6	6	17
Total	0	20	0	20	1	1	3	5	2	3	2	7	0	4	22	26	58
05:00 PM	0	8	0	8	2	1	0	3	0	1	0	1	0	0	5	5	17
05:15 PM	0	2	0	2	1	0	1	2	2	0	0	2	0	0	3	3	9
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
05:45 PM	0	3	0	3	0	0	0	0	1	1	0	2	0	0	3	3	8
Total	0	14	0	14	3	1	1	5	3	2	0	5	0	0	13	13	37
Grand Total	0	34	0	34	4	2	4	10	5	5	2	12	0	4	35	39	95
Apprch %	0	100	0		40	20	40		41.7	41.7	16.7		0	10.3	89.7		
Total %	0	35.8	0	35.8	4.2	2.1	4.2	10.5	5.3	5.3	2.1	12.6	0	4.2	36.8	41.1	

	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**9**	0	**9**	0	0	**1**	1	0	0	**1**	1	0	0	**6**	**6**	**17**
05:00 PM	0	8	0	8	**2**	**1**	0	**3**	0	**1**	0	1	0	0	5	5	17
05:15 PM	0	2	0	2	1	0	1	2	**2**	0	0	**2**	0	0	3	3	9
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
Total Volume	0	20	0	20	3	1	2	6	2	1	1	4	0	0	16	16	46
% App. Total	0	100	0		50	16.7	33.3		50	25	25		0	0	100		
PHF	.000	.556	.000	.556	.375	.250	.500	.500	.250	.250	.250	.500	.000	.000	.667	.667	.676

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Arrow Route
Weather: Clear

File Name : 02_RNC_Etiwanda_Arrow PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**9**	0	**9**	0	0	**1**	1	0	0	**1**	1	0	0	**6**	**6**
+15 mins.	0	8	0	8	**2**	**1**	0	**3**	0	**1**	0	1	0	0	5	5
+30 mins.	0	2	0	2	1	0	1	2	**2**	0	0	**2**	0	0	3	3
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2
Total Volume	0	20	0	20	3	1	2	6	2	1	1	4	0	0	16	16
% App. Total	0	100	0		50	16.7	33.3		50	25	25		0	0	100	
PHF	.000	.556	.000	.556	.375	.250	.500	.500	.250	.250	.250	.500	.000	.000	.667	.667

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Arrow Route
Weather: Clear

File Name : 02_RNC_Etiwanda_Arrow PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 4+ Axle Trucks

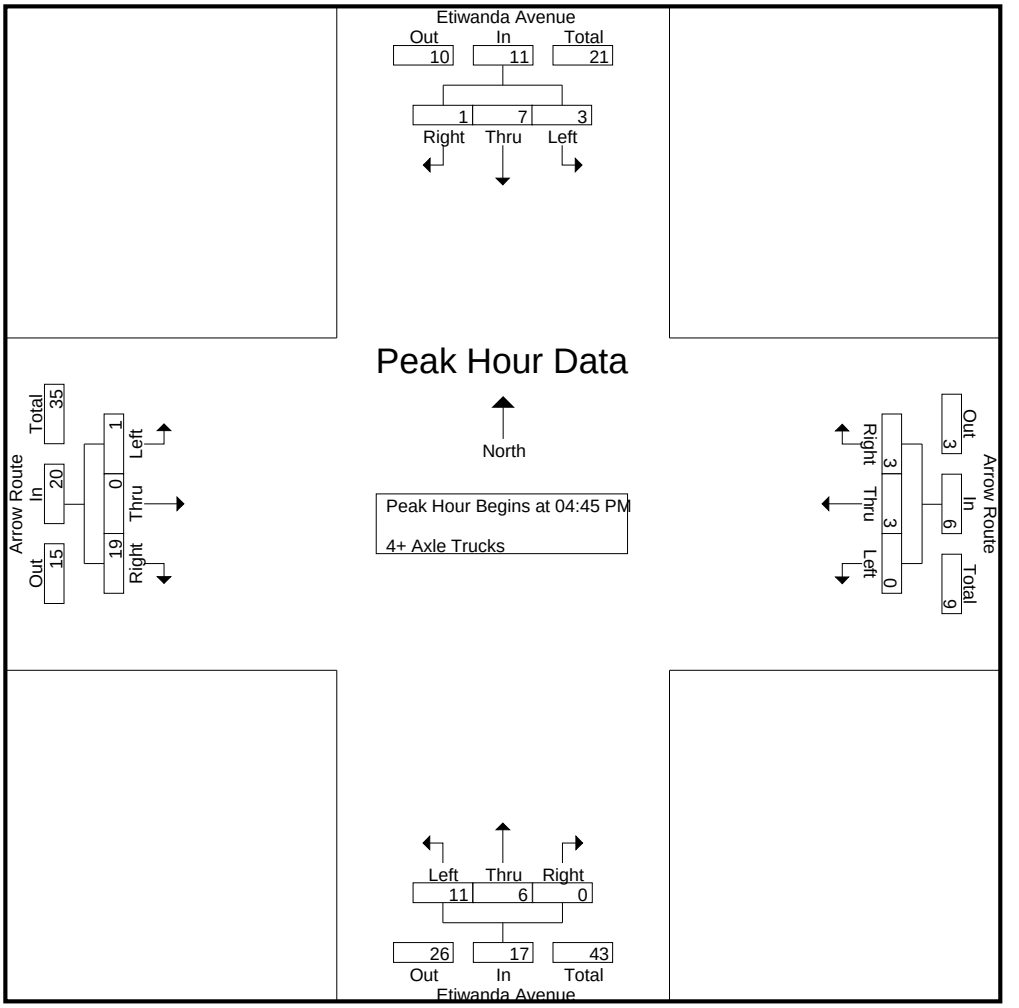
	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	4	2	7	1	1	0	2	2	3	3	8	3	0	2	5	22
04:15 PM	1	2	1	4	1	2	0	3	0	1	1	2	2	3	3	8	17
04:30 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	2	13	15	18
04:45 PM	1	2	0	3	0	1	1	2	0	0	0	0	1	0	5	6	11
Total	3	9	3	15	2	4	1	7	2	6	4	12	6	5	23	34	68
05:00 PM	0	1	1	2	0	1	0	1	3	0	0	3	0	0	6	6	12
05:15 PM	1	3	0	4	0	1	1	2	4	3	0	7	0	0	4	4	17
05:30 PM	1	1	0	2	0	0	1	1	4	3	0	7	0	0	4	4	14
05:45 PM	0	2	0	2	1	0	0	1	4	3	0	7	1	0	5	6	16
Total	2	7	1	10	1	2	2	5	15	9	0	24	1	0	19	20	59
Grand Total	5	16	4	25	3	6	3	12	17	15	4	36	7	5	42	54	127
Apprch %	20	64	16		25	50	25		47.2	41.7	11.1		13	9.3	77.8		
Total %	3.9	12.6	3.1	19.7	2.4	4.7	2.4	9.4	13.4	11.8	3.1	28.3	5.5	3.9	33.1	42.5	

	Etiwanda Avenue Southbound				Arrow Route Westbound				Etiwanda Avenue Northbound				Arrow Route Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	2	0	3	0	**1**	**1**	**2**	0	0	0	0	**1**	0	5	**6**	11
05:00 PM	0	1	**1**	2	0	1	0	1	3	0	0	3	0	0	**6**	6	12
05:15 PM	1	**3**	0	**4**	0	1	1	2	**4**	**3**	0	**7**	0	0	4	4	**17**
05:30 PM	1	1	0	2	0	0	1	1	4	3	0	7	0	0	4	4	14
Total Volume	3	7	1	11	0	3	3	6	11	6	0	17	1	0	19	20	54
% App. Total	27.3	63.6	9.1		0	50	50		64.7	35.3	0		5	0	95		
PHF	.750	.583	.250	.688	.000	.750	.750	.750	.688	.500	.000	.607	.250	.000	.792	.833	.794

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Arrow Route
Weather: Clear

File Name : 02_RNC_Etiwanda_Arrow PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**1**	2	0	3	0	**1**	**1**	**2**	0	0	0	0	**1**	0	5	**6**
+15 mins.	0	1	**1**	2	0	1	0	1	3	0	0	3	0	0	**6**	6
+30 mins.	1	**3**	0	**4**	0	1	1	2	**4**	**3**	0	**7**	0	0	4	4
+45 mins.	1	1	0	2	0	0	1	1	4	3	0	7	0	0	4	4
Total Volume	3	7	1	11	0	3	3	6	11	6	0	17	1	0	19	20
% App. Total	27.3	63.6	9.1		0	50	50		64.7	35.3	0		5	0	95	
PHF	.750	.583	.250	.688	.000	.750	.750	.750	.688	.500	.000	.607	.250	.000	.792	.833

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

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

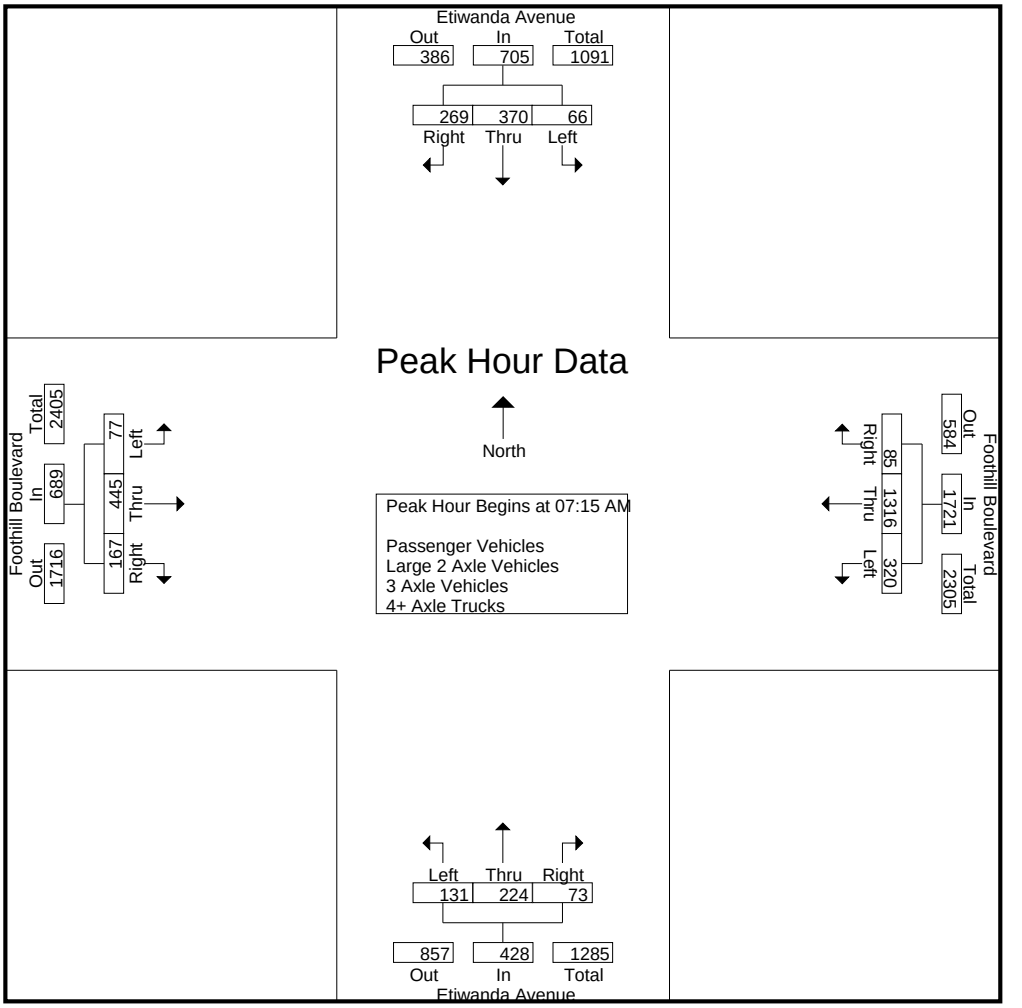
	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	85	59	151	49	278	16	343	32	36	15	83	16	101	36	153	730
07:15 AM	18	90	59	167	64	321	19	404	32	63	18	113	16	90	34	140	824
07:30 AM	5	76	55	136	80	344	22	446	31	55	22	108	14	118	35	167	857
07:45 AM	27	105	87	219	98	336	27	461	40	62	16	118	17	109	46	172	970
Total	57	356	260	673	291	1279	84	1654	135	216	71	422	63	418	151	632	3381
08:00 AM	16	99	68	183	78	315	17	410	28	44	17	89	30	128	52	210	892
08:15 AM	9	84	55	148	38	201	6	245	41	23	13	77	14	103	37	154	624
08:30 AM	6	50	48	104	40	199	10	249	32	16	19	67	24	128	39	191	611
08:45 AM	3	46	40	89	33	184	9	226	35	34	18	87	24	106	25	155	557
Total	34	279	211	524	189	899	42	1130	136	117	67	320	92	465	153	710	2684
Grand Total	91	635	471	1197	480	2178	126	2784	271	333	138	742	155	883	304	1342	6065
Apprch %	7.6	53	39.3		17.2	78.2	4.5		36.5	44.9	18.6		11.5	65.8	22.7		
Total %	1.5	10.5	7.8	19.7	7.9	35.9	2.1	45.9	4.5	5.5	2.3	12.2	2.6	14.6	5	22.1	
Passenger Vehicles	91	619	468	1178	466	2102	125	2693	215	319	134	668	150	816	243	1209	5748
% Passenger Vehicles	100	97.5	99.4	98.4	97.1	96.5	99.2	96.7	79.3	95.8	97.1	90	96.8	92.4	79.9	90.1	94.8
Large 2 Axle Vehicles	0	8	2	10	5	44	0	49	7	11	1	19	5	33	7	45	123
% Large 2 Axle Vehicles	0	1.3	0.4	0.8	1	2	0	1.8	2.6	3.3	0.7	2.6	3.2	3.7	2.3	3.4	2
3 Axle Vehicles	0	4	1	5	3	6	1	10	16	3	3	22	0	6	11	17	54
% 3 Axle Vehicles	0	0.6	0.2	0.4	0.6	0.3	0.8	0.4	5.9	0.9	2.2	3	0	0.7	3.6	1.3	0.9
4+ Axle Trucks	0	4	0	4	6	26	0	32	33	0	0	33	0	28	43	71	140
% 4+ Axle Trucks	0	0.6	0	0.3	1.2	1.2	0	1.1	12.2	0	0	4.4	0	3.2	14.1	5.3	2.3

	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	18	90	59	167	64	321	19	404	32	**63**	18	113	16	90	34	140	824
07:30 AM	5	76	55	136	80	**344**	22	446	31	55	**22**	108	14	118	35	167	857
07:45 AM	**27**	**105**	**87**	**219**	**98**	336	**27**	**461**	**40**	62	16	**118**	17	109	46	172	**970**
08:00 AM	16	99	68	183	78	315	17	410	28	44	17	89	**30**	**128**	**52**	**210**	892
Total Volume	66	370	269	705	320	1316	85	1721	131	224	73	428	77	445	167	689	3543
% App. Total	9.4	52.5	38.2		18.6	76.5	4.9		30.6	52.3	17.1		11.2	64.6	24.2		
PHF	.611	.881	.773	.805	.816	.956	.787	.933	.819	.889	.830	.907	.642	.869	.803	.820	.913

Counts Unlimited
PO Box 1178
Corona, CA 92878
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill AM
Site Code : 22520079
Start Date : 2/5/2020



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

	07:15 AM				07:15 AM				07:15 AM				07:45 AM			
+0 mins.	18	90	59	167	64	321	19	404	32	**63**	18	113	17	109	46	172
+15 mins.	5	76	55	136	80	**344**	22	446	31	55	**22**	108	**30**	**128**	**52**	**210**
+30 mins.	**27**	**105**	**87**	**219**	**98**	336	**27**	**461**	**40**	62	16	**118**	14	103	37	154
+45 mins.	16	99	68	183	78	315	17	410	28	44	17	89	24	128	39	191
Total Volume	66	370	269	705	320	1316	85	1721	131	224	73	428	85	468	174	727
% App. Total	9.4	52.5	38.2		18.6	76.5	4.9		30.6	52.3	17.1		11.7	64.4	23.9	
PHF	.611	.881	.773	.805	.816	.956	.787	.933	.819	.889	.830	.907	.708	.914	.837	.865

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- Passenger Vehicles

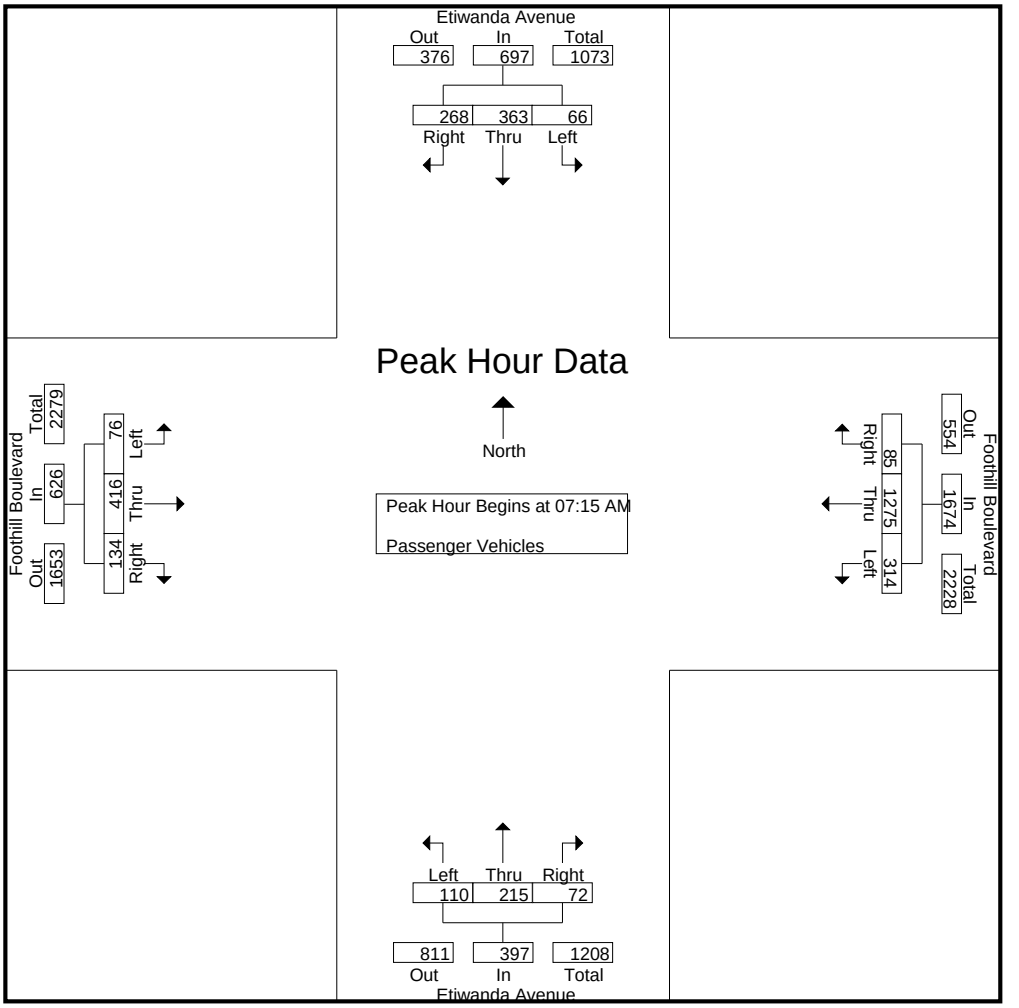
	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	84	58	149	45	271	16	332	19	35	14	68	15	94	34	143	692
07:15 AM	18	87	58	163	63	310	19	392	26	58	18	102	16	82	27	125	782
07:30 AM	5	76	55	136	79	336	22	437	26	54	21	101	14	108	28	150	824
07:45 AM	27	103	87	217	96	326	27	449	34	60	16	110	16	103	41	160	936
Total	57	350	258	665	283	1243	84	1610	105	207	69	381	61	387	130	578	3234
08:00 AM	16	97	68	181	76	303	17	396	24	43	17	84	30	123	38	191	852
08:15 AM	9	81	54	144	37	194	5	236	30	23	13	66	14	89	25	128	574
08:30 AM	6	48	48	102	40	188	10	238	30	12	19	61	23	115	31	169	570
08:45 AM	3	43	40	86	30	174	9	213	26	34	16	76	22	102	19	143	518
Total	34	269	210	513	183	859	41	1083	110	112	65	287	89	429	113	631	2514
Grand Total	91	619	468	1178	466	2102	125	2693	215	319	134	668	150	816	243	1209	5748
Apprch %	7.7	52.5	39.7		17.3	78.1	4.6		32.2	47.8	20.1		12.4	67.5	20.1		
Total %	1.6	10.8	8.1	20.5	8.1	36.6	2.2	46.9	3.7	5.5	2.3	11.6	2.6	14.2	4.2	21	

	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	18	87	58	163	63	310	19	392	26	58	18	102	16	82	27	125	782
07:30 AM	5	76	55	136	79	**336**	22	437	26	54	**21**	101	14	108	28	150	824
07:45 AM	**27**	**103**	**87**	**217**	**96**	326	**27**	**449**	**34**	**60**	16	**110**	16	103	**41**	160	**936**
08:00 AM	16	97	68	181	76	303	17	396	24	43	17	84	**30**	**123**	38	**191**	852
Total Volume	66	363	268	697	314	1275	85	1674	110	215	72	397	76	416	134	626	3394
% App. Total	9.5	52.1	38.5		18.8	76.2	5.1		27.7	54.2	18.1		12.1	66.5	21.4		
PHF	.611	.881	.770	.803	.818	.949	.787	.932	.809	.896	.857	.902	.633	.846	.817	.819	.907

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

City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill AM
Site Code : 22520079
Start Date : 2/5/2020



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	18	87	58	163	63	310	19	392	26	58	18	102	16	82	27	125
+15 mins.	5	76	55	136	79	**336**	22	437	26	54	**21**	101	14	108	28	150
+30 mins.	**27**	**103**	**87**	**217**	**96**	326	**27**	**449**	**34**	**60**	16	**110**	16	103	**41**	160
+45 mins.	16	97	68	181	76	303	17	396	24	43	17	84	**30**	**123**	38	**191**
Total Volume	66	363	268	697	314	1275	85	1674	110	215	72	397	76	416	134	626
% App. Total	9.5	52.1	38.5		18.8	76.2	5.1		27.7	54.2	18.1		12.1	66.5	21.4	
PHF	.611	.881	.770	.803	.818	.949	.787	.932	.809	.896	.857	.902	.633	.846	.817	.819

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- Large 2 Axle Vehicles

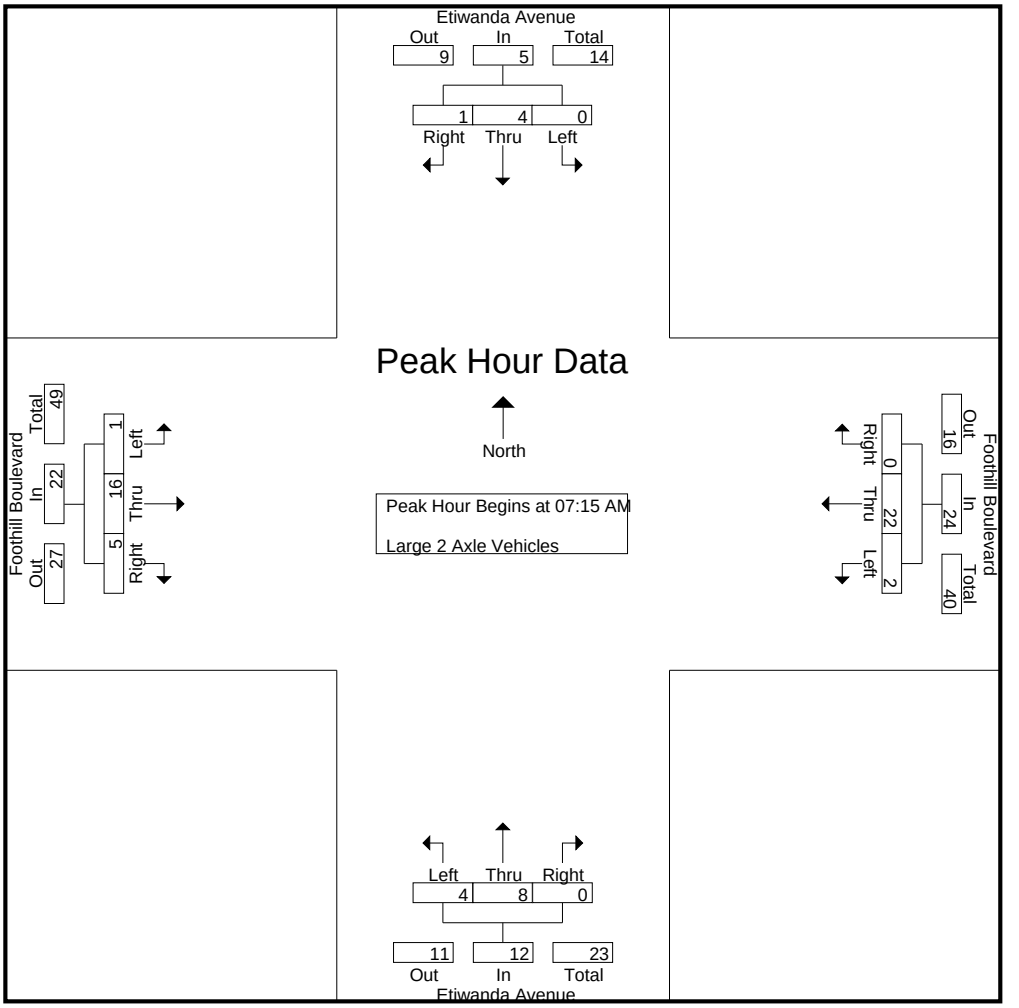
	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	2	5	0	7	1	1	1	3	1	6	0	7	18
07:15 AM	0	3	1	4	1	6	0	7	1	4	0	5	0	5	1	6	22
07:30 AM	0	0	0	0	0	6	0	6	0	1	0	1	0	5	1	6	13
07:45 AM	0	0	0	0	0	6	0	6	2	2	0	4	1	2	0	3	13
Total	0	3	2	5	3	23	0	26	4	8	1	13	2	18	2	22	66
08:00 AM	0	1	0	1	1	4	0	5	1	1	0	2	0	4	3	7	15
08:15 AM	0	2	0	2	0	4	0	4	1	0	0	1	0	7	0	7	14
08:30 AM	0	0	0	0	0	8	0	8	1	2	0	3	1	3	0	4	15
08:45 AM	0	2	0	2	1	5	0	6	0	0	0	0	2	1	2	5	13
Total	0	5	0	5	2	21	0	23	3	3	0	6	3	15	5	23	57
Grand Total	0	8	2	10	5	44	0	49	7	11	1	19	5	33	7	45	123
Apprch %	0	80	20		10.2	89.8	0		36.8	57.9	5.3		11.1	73.3	15.6		
Total %	0	6.5	1.6	8.1	4.1	35.8	0	39.8	5.7	8.9	0.8	15.4	4.1	26.8	5.7	36.6	

	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**3**	**1**	**4**	**1**	**6**	0	**7**	1	**4**	0	**5**	0	**5**	1	6	**22**
07:30 AM	0	0	0	0	0	6	0	6	0	1	0	1	0	5	1	6	13
07:45 AM	0	0	0	0	0	6	0	6	**2**	2	0	4	**1**	2	0	3	13
08:00 AM	0	1	0	1	1	4	0	5	1	1	0	2	0	4	**3**	**7**	15
Total Volume	0	4	1	5	2	22	0	24	4	8	0	12	1	16	5	22	63
% App. Total	0	80	20		8.3	91.7	0		33.3	66.7	0		4.5	72.7	22.7		
PHF	.000	.333	.250	.313	.500	.917	.000	.857	.500	.500	.000	.600	.250	.800	.417	.786	.716

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill AM
Site Code : 22520079
Start Date : 2/5/2020



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**3**	**1**	**4**	**1**	**6**	0	**7**	1	**4**	0	**5**	0	**5**	1	6
+15 mins.	0	0	0	0	0	6	0	6	0	1	0	1	0	5	1	6
+30 mins.	0	0	0	0	0	6	0	6	**2**	2	0	4	**1**	2	0	3
+45 mins.	0	1	0	1	1	4	0	5	1	1	0	2	0	4	**3**	**7**
Total Volume	0	4	1	5	2	22	0	24	4	8	0	12	1	16	5	22
% App. Total	0	80	20		8.3	91.7	0		33.3	66.7	0		4.5	72.7	22.7	
PHF	.000	.333	.250	.313	.500	.917	.000	.857	.500	.500	.000	.600	.250	.800	.417	.786

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 3 Axle Vehicles

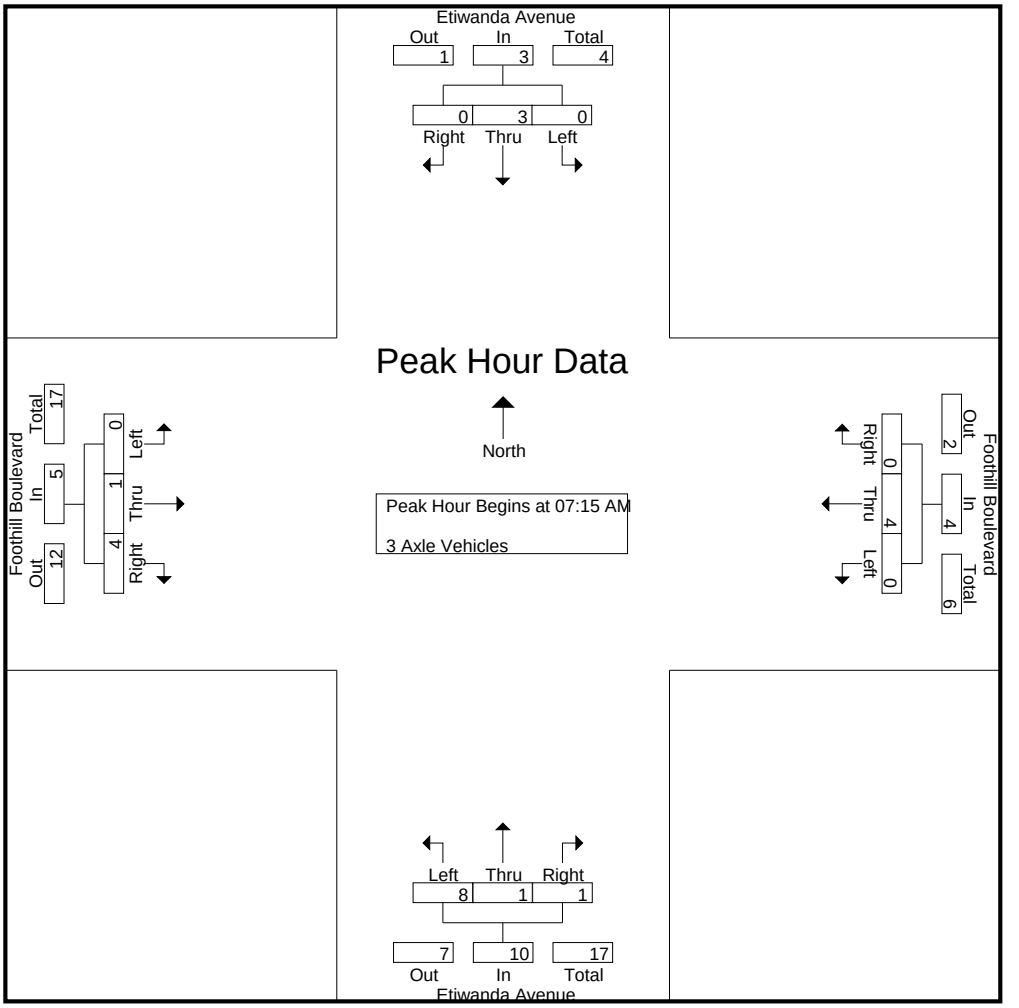
	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	2	1	0	3	2	0	0	2	0	0	2	2	8
07:15 AM	0	0	0	0	0	2	0	2	3	1	0	4	0	0	1	1	7
07:30 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	1	1	3
07:45 AM	0	2	0	2	0	1	0	1	2	0	0	2	0	1	2	3	8
Total	0	3	0	3	2	4	0	6	8	1	1	10	0	1	6	7	26
08:00 AM	0	1	0	1	0	1	0	1	2	0	0	2	0	0	0	0	4
08:15 AM	0	0	1	1	0	1	1	2	4	0	0	4	0	1	2	3	10
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2	4	6
08:45 AM	0	0	0	0	1	0	0	1	2	0	2	4	0	2	1	3	8
Total	0	1	1	2	1	2	1	4	8	2	2	12	0	5	5	10	28
Grand Total	0	4	1	5	3	6	1	10	16	3	3	22	0	6	11	17	54
Apprch %	0	80	20		30	60	10		72.7	13.6	13.6		0	35.3	64.7		
Total %	0	7.4	1.9	9.3	5.6	11.1	1.9	18.5	29.6	5.6	5.6	40.7	0	11.1	20.4	31.5	

	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**2**	0	**2**	**3**	**1**	0	**4**	0	0	1	1	7
07:30 AM	0	0	0	0	0	0	0	0	1	0	**1**	2	0	0	1	1	3
07:45 AM	0	**2**	0	**2**	0	1	0	1	2	0	0	2	0	**1**	**2**	**3**	**8**
08:00 AM	0	1	0	1	0	1	0	1	2	0	0	2	0	0	0	0	4
Total Volume	0	3	0	3	0	4	0	4	8	1	1	10	0	1	4	5	22
% App. Total	0	100	0		0	100	0		80	10	10		0	20	80		
PHF	.000	.375	.000	.375	.000	.500	.000	.500	.667	.250	.250	.625	.000	.250	.500	.417	.688

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill AM
Site Code : 22520079
Start Date : 2/5/2020



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	**3**	**1**	0	**4**	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	1	0	**1**	2	0	0	1	1
+30 mins.	0	**2**	0	**2**	0	1	0	1	2	0	0	2	0	**1**	**2**	**3**
+45 mins.	0	1	0	1	0	1	0	1	2	0	0	2	0	0	0	0
Total Volume	0	3	0	3	0	4	0	4	8	1	1	10	0	1	4	5
% App. Total	0	100	0		0	100	0		80	10	10		0	20	80	
PHF	.000	.375	.000	.375	.000	.500	.000	.500	.667	.250	.250	.625	.000	.250	.500	.417

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 4+ Axle Trucks

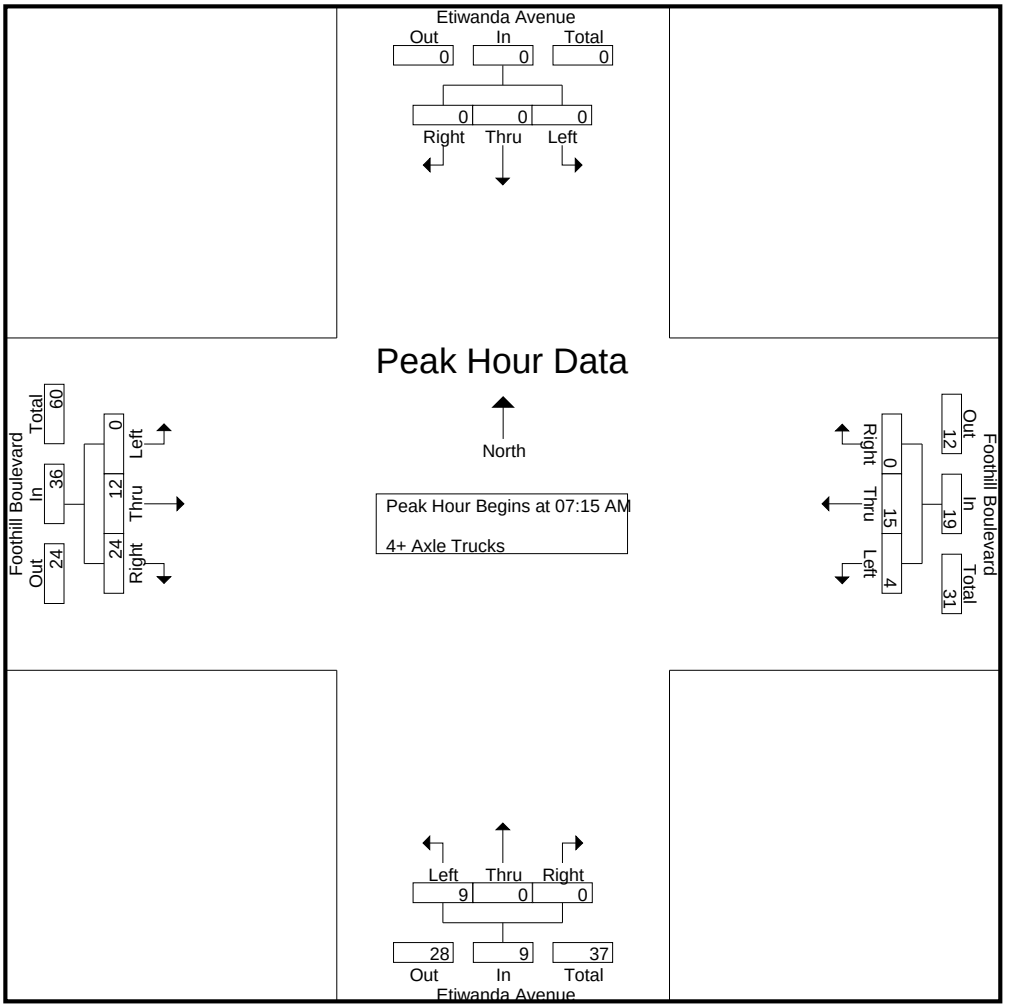
	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	10	0	0	10	0	1	0	1	12
07:15 AM	0	0	0	0	0	3	0	3	2	0	0	2	0	3	5	8	13
07:30 AM	0	0	0	0	1	2	0	3	4	0	0	4	0	5	5	10	17
07:45 AM	0	0	0	0	2	3	0	5	2	0	0	2	0	3	3	6	13
Total	0	0	0	0	3	9	0	12	18	0	0	18	0	12	13	25	55
08:00 AM	0	0	0	0	1	7	0	8	1	0	0	1	0	1	11	12	21
08:15 AM	0	1	0	1	1	2	0	3	6	0	0	6	0	6	10	16	26
08:30 AM	0	2	0	2	0	3	0	3	1	0	0	1	0	8	6	14	20
08:45 AM	0	1	0	1	1	5	0	6	7	0	0	7	0	1	3	4	18
Total	0	4	0	4	3	17	0	20	15	0	0	15	0	16	30	46	85
Grand Total	0	4	0	4	6	26	0	32	33	0	0	33	0	28	43	71	140
Apprch %	0	100	0		18.8	81.2	0		100	0	0		0	39.4	60.6		
Total %	0	2.9	0	2.9	4.3	18.6	0	22.9	23.6	0	0	23.6	0	20	30.7	50.7	

	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	3	0	3	2	0	0	2	0	3	5	8	13
07:30 AM	0	0	0	0	1	2	0	3	**4**	0	0	**4**	0	**5**	5	10	17
07:45 AM	0	0	0	0	**2**	3	0	5	2	0	0	2	0	3	3	6	13
08:00 AM	0	0	0	0	1	**7**	0	**8**	1	0	0	1	0	1	**11**	**12**	**21**
Total Volume	0	0	0	0	4	15	0	19	9	0	0	9	0	12	24	36	64
% App. Total	0	0	0		21.1	78.9	0		100	0	0		0	33.3	66.7		
PHF	.000	.000	.000	.000	.500	.536	.000	.594	.563	.000	.000	.563	.000	.600	.545	.750	.762

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	3	0	3	2	0	0	2	0	3	5	8
+15 mins.	0	0	0	0	1	2	0	3	**4**	0	0	**4**	0	**5**	5	10
+30 mins.	0	0	0	0	**2**	3	0	5	2	0	0	2	0	3	3	6
+45 mins.	0	0	0	0	1	**7**	0	**8**	1	0	0	1	0	1	**11**	**12**
Total Volume	0	0	0	0	4	15	0	19	9	0	0	9	0	12	24	36
% App. Total	0	0	0		21.1	78.9	0		100	0	0		0	33.3	66.7	
PHF	.000	.000	.000	.000	.500	.536	.000	.594	.563	.000	.000	.563	.000	.600	.545	.750

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

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

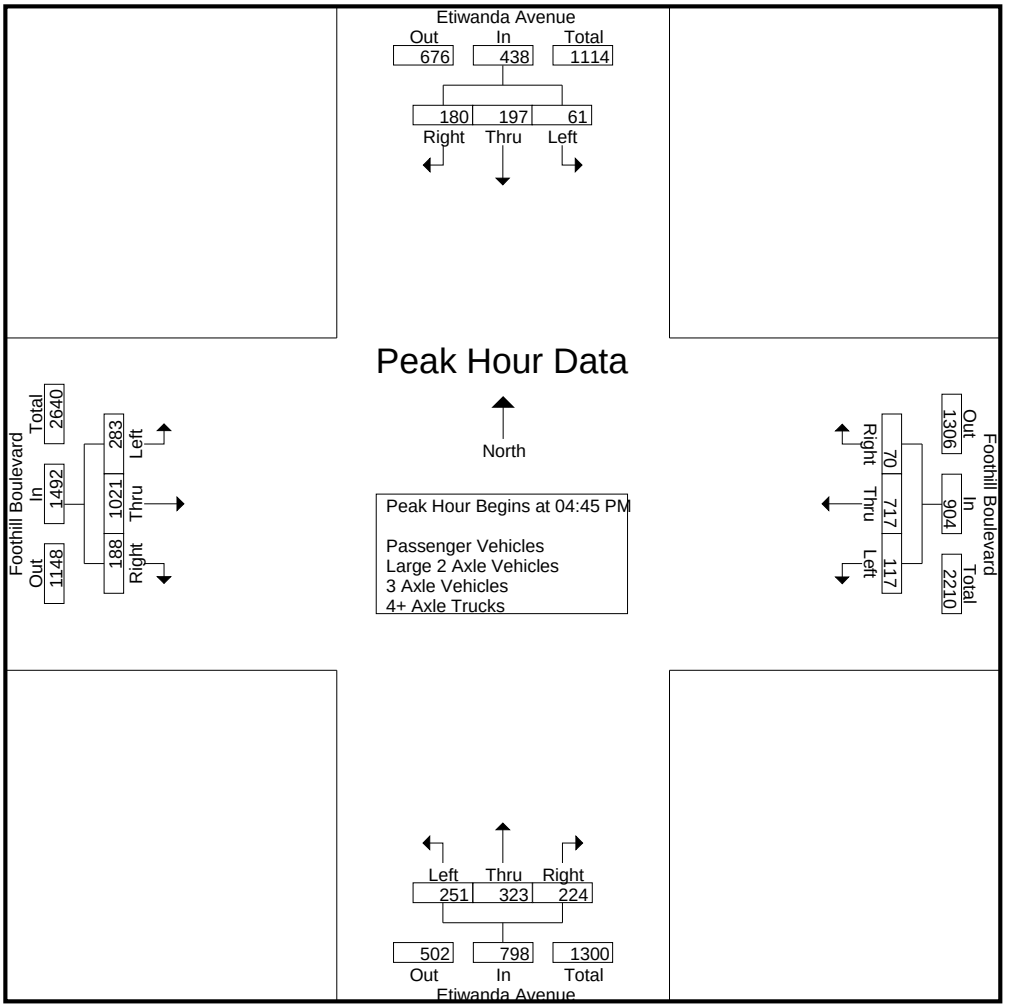
	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	25	48	35	108	25	188	10	223	54	70	39	163	47	252	46	345	839
04:15 PM	10	37	37	84	35	174	13	222	67	81	60	208	61	238	46	345	859
04:30 PM	21	43	40	104	10	198	11	219	55	79	62	196	66	267	37	370	889
04:45 PM	20	56	57	133	31	190	14	235	70	91	57	218	63	217	42	322	908
Total	76	184	169	429	101	750	48	899	246	321	218	785	237	974	171	1382	3495
05:00 PM	9	41	44	94	27	181	20	228	65	66	63	194	80	252	42	374	890
05:15 PM	18	56	44	118	28	186	22	236	55	83	58	196	46	236	51	333	883
05:30 PM	14	44	35	93	31	160	14	205	61	83	46	190	94	316	53	463	951
05:45 PM	13	62	61	136	18	197	23	238	45	85	49	179	58	259	28	345	898
Total	54	203	184	441	104	724	79	907	226	317	216	759	278	1063	174	1515	3622
Grand Total	130	387	353	870	205	1474	127	1806	472	638	434	1544	515	2037	345	2897	7117
Apprch %	14.9	44.5	40.6		11.4	81.6	7		30.6	41.3	28.1		17.8	70.3	11.9		
Total %	1.8	5.4	5	12.2	2.9	20.7	1.8	25.4	6.6	9	6.1	21.7	7.2	28.6	4.8	40.7	
Passenger Vehicles	129	362	352	843	191	1434	127	1752	440	631	425	1496	515	1991	308	2814	6905
% Passenger Vehicles	99.2	93.5	99.7	96.9	93.2	97.3	100	97	93.2	98.9	97.9	96.9	100	97.7	89.3	97.1	97
Large 2 Axle Vehicles	1	2	1	4	7	16	0	23	6	6	3	15	0	35	9	44	86
% Large 2 Axle Vehicles	0.8	0.5	0.3	0.5	3.4	1.1	0	1.3	1.3	0.9	0.7	1	0	1.7	2.6	1.5	1.2
3 Axle Vehicles	0	23	0	23	3	1	0	4	6	1	2	9	0	2	6	8	44
% 3 Axle Vehicles	0	5.9	0	2.6	1.5	0.1	0	0.2	1.3	0.2	0.5	0.6	0	0.1	1.7	0.3	0.6
4+ Axle Trucks	0	0	0	0	4	23	0	27	20	0	4	24	0	9	22	31	82
% 4+ Axle Trucks	0	0	0	0	2	1.6	0	1.5	4.2	0	0.9	1.6	0	0.4	6.4	1.1	1.2

	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**20**	**56**	**57**	**133**	**31**	**190**	14	235	**70**	**91**	57	**218**	63	217	42	322	908
05:00 PM	9	41	44	94	27	181	20	228	65	66	**63**	194	80	252	42	374	890
05:15 PM	18	56	44	118	28	186	**22**	**236**	55	83	58	196	46	236	51	333	883
05:30 PM	14	44	35	93	31	160	14	205	61	83	46	190	**94**	**316**	**53**	**463**	**951**
Total Volume	61	197	180	438	117	717	70	904	251	323	224	798	283	1021	188	1492	3632
% App. Total	13.9	45	41.1		12.9	79.3	7.7		31.5	40.5	28.1		19	68.4	12.6		
PHF	.763	.879	.789	.823	.944	.943	.795	.958	.896	.887	.889	.915	.753	.808	.887	.806	.955

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill PM
Site Code : 22520079
Start Date : 2/5/2020



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

	04:30 PM				04:30 PM				04:15 PM				05:00 PM			
+0 mins.	**21**	43	40	104	10	**198**	11	219	67	81	60	208	80	252	42	374
+15 mins.	20	**56**	**57**	**133**	**31**	190	14	235	55	79	62	196	46	236	51	333
+30 mins.	9	41	44	94	27	181	20	228	**70**	**91**	57	**218**	**94**	**316**	**53**	**463**
+45 mins.	18	56	44	118	28	186	**22**	**236**	65	66	**63**	194	58	259	28	345
Total Volume	68	196	185	449	96	755	67	918	257	317	242	816	278	1063	174	1515
% App. Total	15.1	43.7	41.2		10.5	82.2	7.3		31.5	38.8	29.7		18.3	70.2	11.5	
PHF	.810	.875	.811	.844	.774	.953	.761	.972	.918	.871	.960	.936	.739	.841	.821	.818

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
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Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- Passenger Vehicles

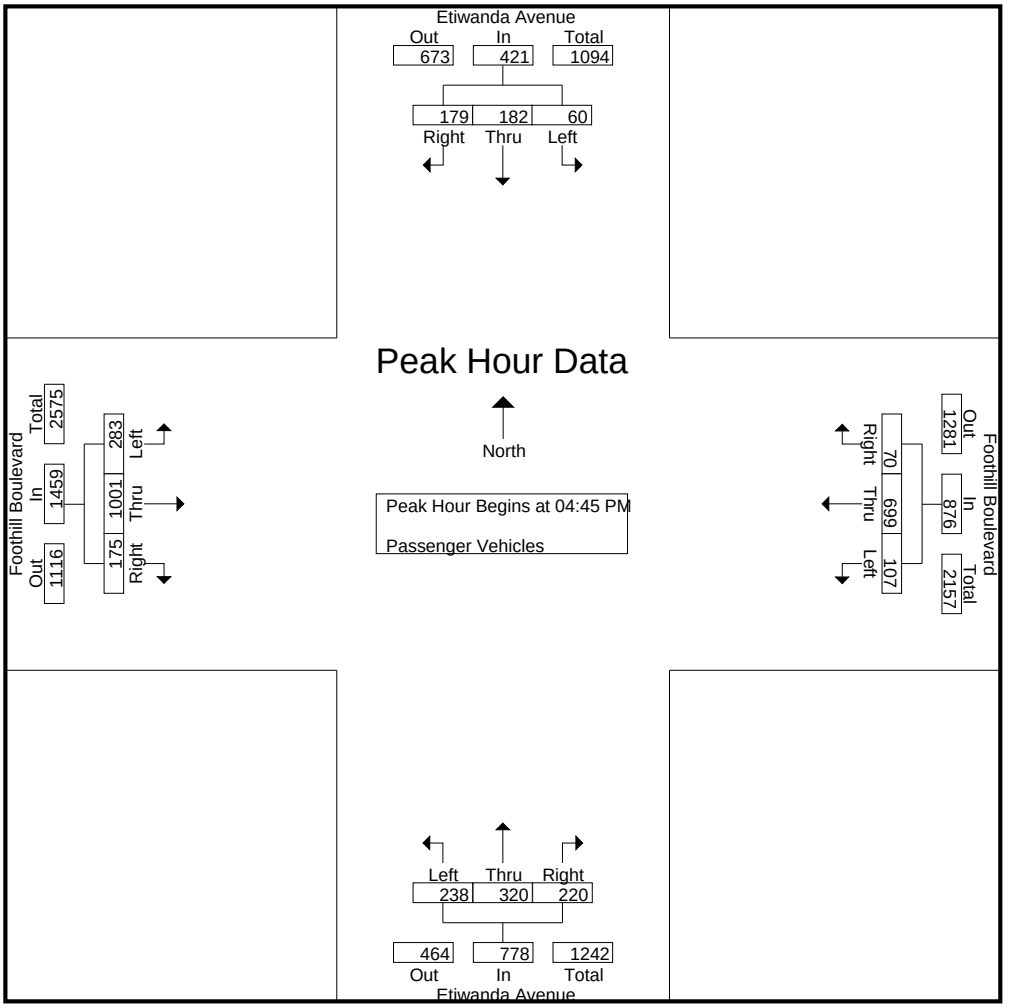
	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	25	47	35	107	23	184	10	217	45	69	38	152	47	247	37	331	807
04:15 PM	10	34	37	81	34	165	13	212	62	79	58	199	61	230	38	329	821
04:30 PM	21	38	40	99	9	191	11	211	54	78	61	193	66	261	34	361	864
04:45 PM	20	44	57	121	30	188	14	232	65	90	56	211	63	212	38	313	877
Total	76	163	169	408	96	728	48	872	226	316	213	755	237	950	147	1334	3369
05:00 PM	9	40	43	92	25	175	20	220	65	65	63	193	80	250	39	369	874
05:15 PM	18	55	44	117	25	180	22	227	50	82	56	188	46	228	48	322	854
05:30 PM	13	43	35	91	27	156	14	197	58	83	45	186	94	311	50	455	929
05:45 PM	13	61	61	135	18	195	23	236	41	85	48	174	58	252	24	334	879
Total	53	199	183	435	95	706	79	880	214	315	212	741	278	1041	161	1480	3536
Grand Total	129	362	352	843	191	1434	127	1752	440	631	425	1496	515	1991	308	2814	6905
Apprch %	15.3	42.9	41.8		10.9	81.8	7.2		29.4	42.2	28.4		18.3	70.8	10.9		
Total %	1.9	5.2	5.1	12.2	2.8	20.8	1.8	25.4	6.4	9.1	6.2	21.7	7.5	28.8	4.5	40.8	

	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**20**	44	**57**	**121**	**30**	**188**	14	**232**	**65**	**90**	56	**211**	63	212	38	313	877
05:00 PM	9	40	43	92	25	175	20	220	65	65	**63**	193	80	250	39	369	874
05:15 PM	18	**55**	44	117	25	180	**22**	227	50	82	56	188	46	228	48	322	854
05:30 PM	13	43	35	91	27	156	14	197	58	83	45	186	**94**	**311**	**50**	**455**	**929**
Total Volume	60	182	179	421	107	699	70	876	238	320	220	778	283	1001	175	1459	3534
% App. Total	14.3	43.2	42.5		12.2	79.8	8		30.6	41.1	28.3		19.4	68.6	12		
PHF	.750	.827	.785	.870	.892	.930	.795	.944	.915	.889	.873	.922	.753	.805	.875	.802	.951

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**20**	44	**57**	**121**	**30**	**188**	14	**232**	**65**	**90**	56	**211**	63	212	38	313
+15 mins.	9	40	43	92	25	175	20	220	65	65	**63**	193	80	250	39	369
+30 mins.	18	**55**	44	117	25	180	**22**	227	50	82	56	188	46	228	48	322
+45 mins.	13	43	35	91	27	156	14	197	58	83	45	186	**94**	**311**	**50**	**455**
Total Volume	60	182	179	421	107	699	70	876	238	320	220	778	283	1001	175	1459
% App. Total	14.3	43.2	42.5		12.2	79.8	8		30.6	41.1	28.3		19.4	68.6	12	
PHF	.750	.827	.785	.870	.892	.930	.795	.944	.915	.889	.873	.922	.753	.805	.875	.802

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
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Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- Large 2 Axle Vehicles

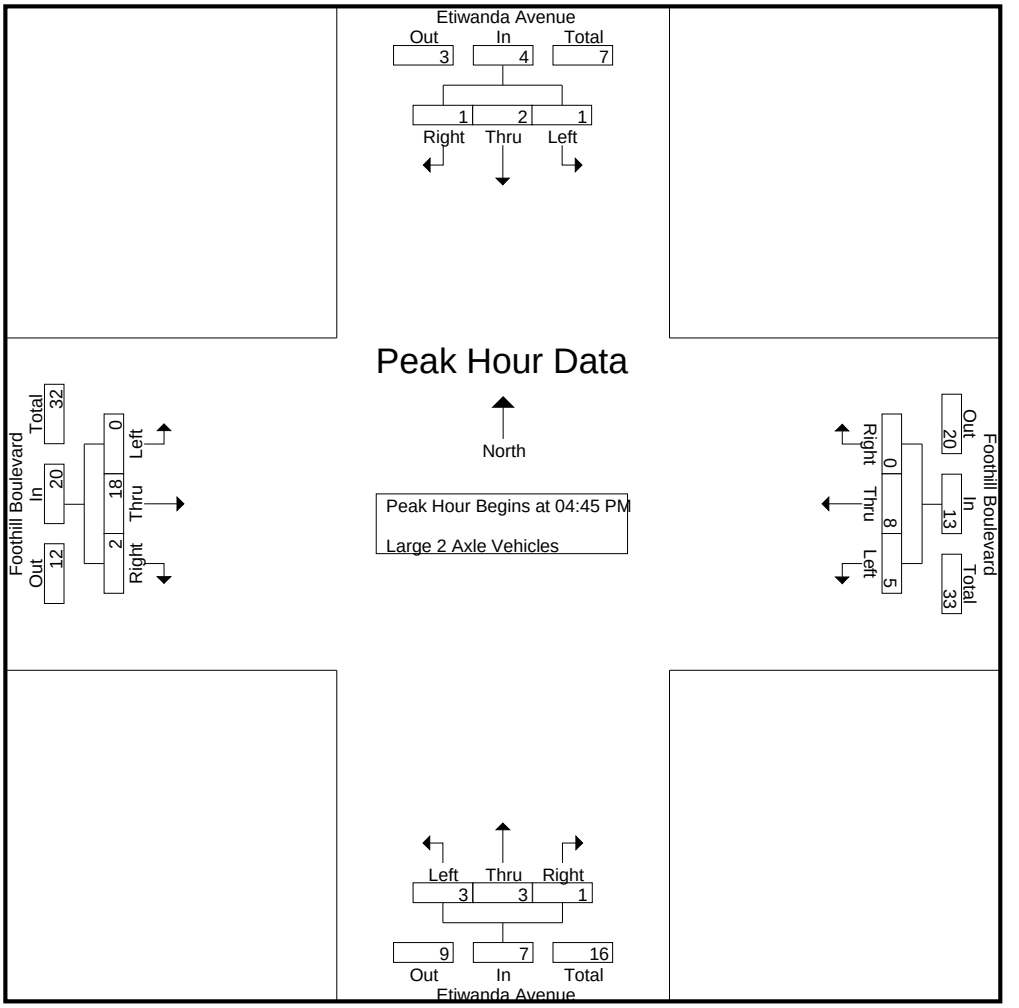
	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	2	1	0	3	0	2	1	3	7
04:15 PM	0	0	0	0	1	2	0	3	1	1	1	3	0	5	5	10	16
04:30 PM	0	0	0	0	1	3	0	4	0	1	1	2	0	4	0	4	10
04:45 PM	0	1	0	1	1	0	0	1	0	1	0	1	0	5	0	5	8
Total	0	1	0	1	3	6	0	9	3	4	2	9	0	16	6	22	41
05:00 PM	0	0	1	1	1	2	0	3	0	1	0	1	0	1	0	1	6
05:15 PM	0	1	0	1	0	2	0	2	2	1	1	4	0	7	1	8	15
05:30 PM	1	0	0	1	3	4	0	7	1	0	0	1	0	5	1	6	15
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	6	1	7	9
Total	1	1	1	3	4	10	0	14	3	2	1	6	0	19	3	22	45
Grand Total	1	2	1	4	7	16	0	23	6	6	3	15	0	35	9	44	86
Apprch %	25	50	25		30.4	69.6	0		40	40	20		0	79.5	20.5		
Total %	1.2	2.3	1.2	4.7	8.1	18.6	0	26.7	7	7	3.5	17.4	0	40.7	10.5	51.2	

	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**1**	0	**1**	1	0	0	1	0	**1**	0	1	0	5	0	5	8
05:00 PM	0	0	**1**	1	1	2	0	3	0	1	0	1	0	1	0	1	6
05:15 PM	0	1	0	1	0	2	0	2	**2**	1	**1**	**4**	0	**7**	**1**	**8**	**15**
05:30 PM	**1**	0	0	1	**3**	**4**	0	**7**	1	0	0	1	0	5	1	6	15
Total Volume	1	2	1	4	5	8	0	13	3	3	1	7	0	18	2	20	44
% App. Total	25	50	25		38.5	61.5	0		42.9	42.9	14.3		0	90	10		
PHF	.250	.500	.250	1.00	.417	.500	.000	.464	.375	.750	.250	.438	.000	.643	.500	.625	.733

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill PM
Site Code : 22520079
Start Date : 2/5/2020



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**1**	0	**1**	1	0	0	1	0	**1**	0	1	0	5	0	5
+15 mins.	0	0	**1**	1	1	2	0	3	0	1	0	1	0	1	0	1
+30 mins.	0	1	0	1	0	2	0	2	**2**	1	**1**	**4**	0	**7**	**1**	**8**
+45 mins.	**1**	0	0	1	**3**	**4**	0	**7**	1	0	0	1	0	5	1	6
Total Volume	1	2	1	4	5	8	0	13	3	3	1	7	0	18	2	20
% App. Total	25	50	25		38.5	61.5	0		42.9	42.9	14.3		0	90	10	
PHF	.250	.500	.250	1.000	.417	.500	.000	.464	.375	.750	.250	.438	.000	.643	.500	.625

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
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Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 3 Axle Vehicles

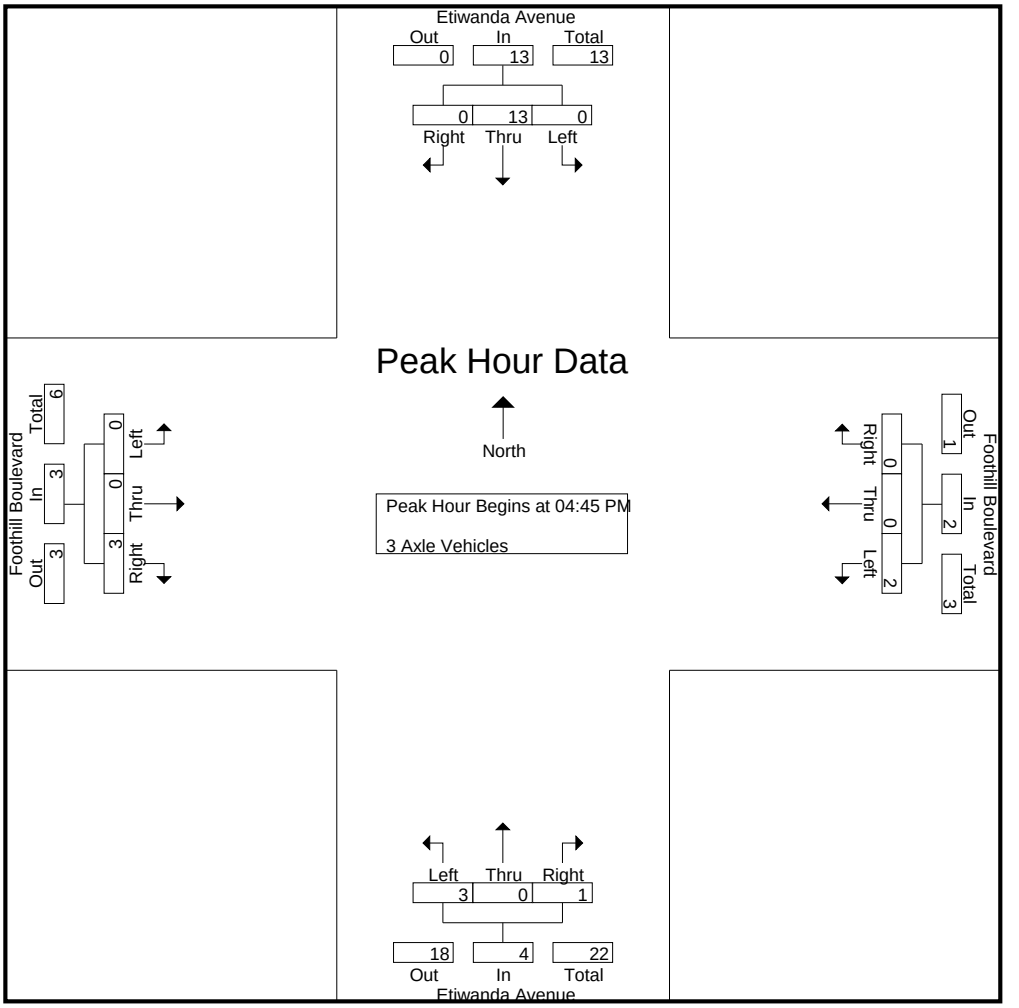
	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	1	0	0	1	1	0	0	1	0	0	0	0	3
04:15 PM	0	3	0	3	0	0	0	0	2	1	0	3	0	1	0	1	7
04:30 PM	0	5	0	5	0	1	0	1	0	0	0	0	0	0	2	2	8
04:45 PM	0	11	0	11	0	0	0	0	2	0	1	3	0	0	2	2	16
Total	0	20	0	20	1	1	0	2	5	1	1	7	0	1	4	5	34
05:00 PM	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	1	1	3
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	1	1	2	4
Total	0	3	0	3	2	0	0	2	1	0	1	2	0	1	2	3	10
Grand Total	0	23	0	23	3	1	0	4	6	1	2	9	0	2	6	8	44
Apprch %	0	100	0		75	25	0		66.7	11.1	22.2		0	25	75		
Total %	0	52.3	0	52.3	6.8	2.3	0	9.1	13.6	2.3	4.5	20.5	0	4.5	13.6	18.2	

	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**11**	0	**11**	0	0	0	0	**2**	0	**1**	**3**	0	0	**2**	**2**	**16**
05:00 PM	0	1	0	1	**1**	0	0	**1**	0	0	0	0	0	0	0	0	2
05:15 PM	0	0	0	0	1	0	0	1	1	0	0	1	0	0	1	1	3
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	13	0	13	2	0	0	2	3	0	1	4	0	0	3	3	22
% App. Total	0	100	0		100	0	0		75	0	25		0	0	100		
PHF	.000	.295	.000	.295	.500	.000	.000	.500	.375	.000	.250	.333	.000	.000	.375	.375	.344

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill PM
Site Code : 22520079
Start Date : 2/5/2020



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**11**	0	**11**	0	0	0	0	**2**	0	**1**	**3**	0	0	**2**	**2**
+15 mins.	0	1	0	1	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	1	0	0	1	0	0	1	1
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	13	0	13	2	0	0	2	3	0	1	4	0	0	3	3
% App. Total	0	100	0		100	0	0		75	0	25		0	0	100	
PHF	.000	.295	.000	.295	.500	.000	.000	.500	.375	.000	.250	.333	.000	.000	.375	.375

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City of Rancho Cucamonga
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Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 4+ Axle Trucks

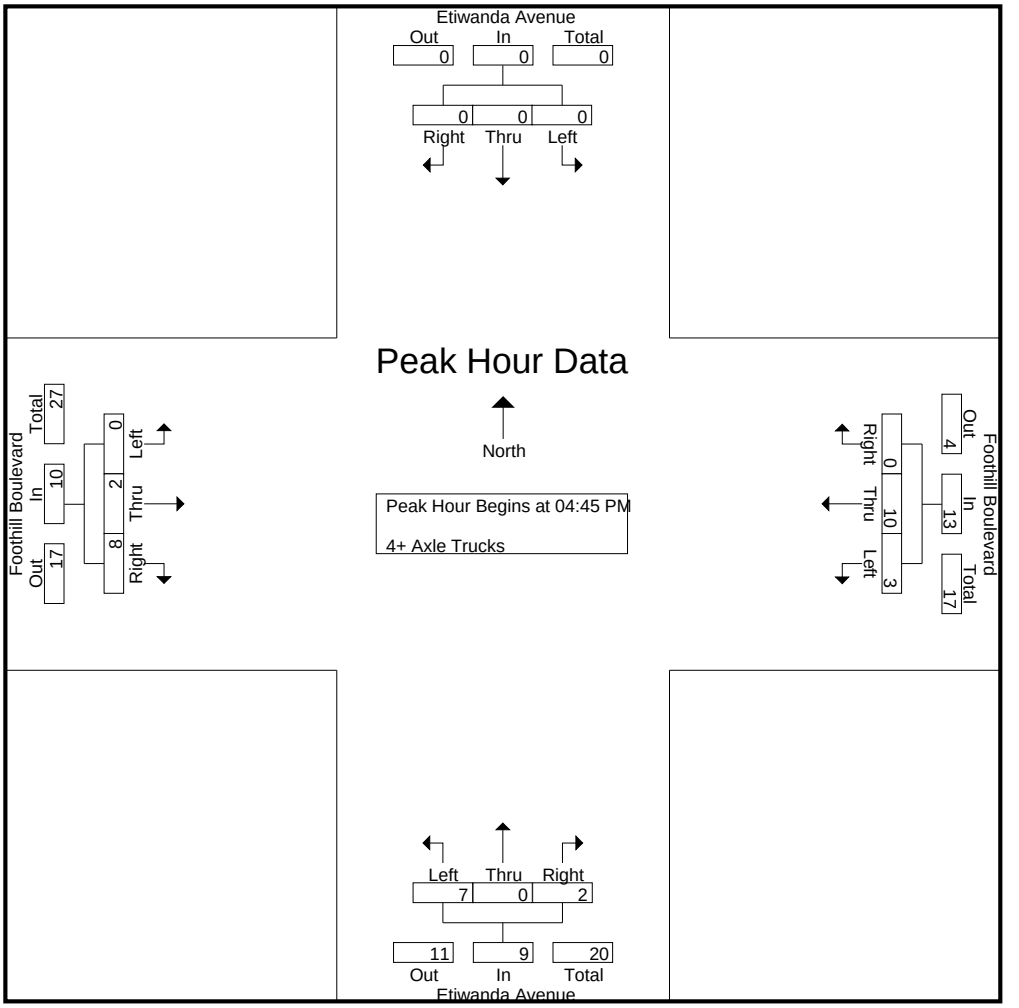
	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	1	3	0	4	6	0	1	7	0	3	8	11	22
04:15 PM	0	0	0	0	0	7	0	7	2	0	1	3	0	2	3	5	15
04:30 PM	0	0	0	0	0	3	0	3	1	0	0	1	0	2	1	3	7
04:45 PM	0	0	0	0	0	2	0	2	3	0	0	3	0	0	2	2	7
Total	0	0	0	0	1	15	0	16	12	0	2	14	0	7	14	21	51
05:00 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	1	3	4	8
05:15 PM	0	0	0	0	2	4	0	6	2	0	1	3	0	1	1	2	11
05:30 PM	0	0	0	0	1	0	0	1	2	0	1	3	0	0	2	2	6
05:45 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	2	2	6
Total	0	0	0	0	3	8	0	11	8	0	2	10	0	2	8	10	31
Grand Total	0	0	0	0	4	23	0	27	20	0	4	24	0	9	22	31	82
Apprch %	0	0	0		14.8	85.2	0		83.3	0	16.7		0	29	71		
Total %	0	0	0	0	4.9	28	0	32.9	24.4	0	4.9	29.3	0	11	26.8	37.8	

	Etiwanda Avenue Southbound				Foothill Boulevard Westbound				Etiwanda Avenue Northbound				Foothill Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	2	0	2	**3**	0	0	**3**	0	0	2	2	7
05:00 PM	0	0	0	0	0	**4**	0	4	0	0	0	0	0	**1**	**3**	**4**	8
05:15 PM	0	0	0	0	**2**	4	0	**6**	2	0	**1**	3	0	1	1	2	**11**
05:30 PM	0	0	0	0	1	0	0	1	2	0	1	3	0	0	2	2	6
Total Volume	0	0	0	0	3	10	0	13	7	0	2	9	0	2	8	10	32
% App. Total	0	0	0		23.1	76.9	0		77.8	0	22.2		0	20	80		
PHF	.000	.000	.000	.000	.375	.625	.000	.542	.583	.000	.500	.750	.000	.500	.667	.625	.727

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Foothill Boulevard
Weather: Clear

File Name : 01_RNC_Etiwanda_Foothill PM
Site Code : 22520079
Start Date : 2/5/2020



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	2	0	2	**3**	0	0	**3**	0	0	2	2
+15 mins.	0	0	0	0	0	**4**	0	4	0	0	0	0	0	**1**	**3**	**4**
+30 mins.	0	0	0	0	**2**	4	0	**6**	2	0	**1**	3	0	1	1	2
+45 mins.	0	0	0	0	1	0	0	1	2	0	1	3	0	0	2	2
Total Volume	0	0	0	0	3	10	0	13	7	0	2	9	0	2	8	10
% App. Total	0	0	0		23.1	76.9	0		77.8	0	22.2		0	20	80	
PHF	.000	.000	.000	.000	.375	.625	.000	.542	.583	.000	.500	.750	.000	.500	.667	.625

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Fourth Street/San Bernardino Avenue
Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

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

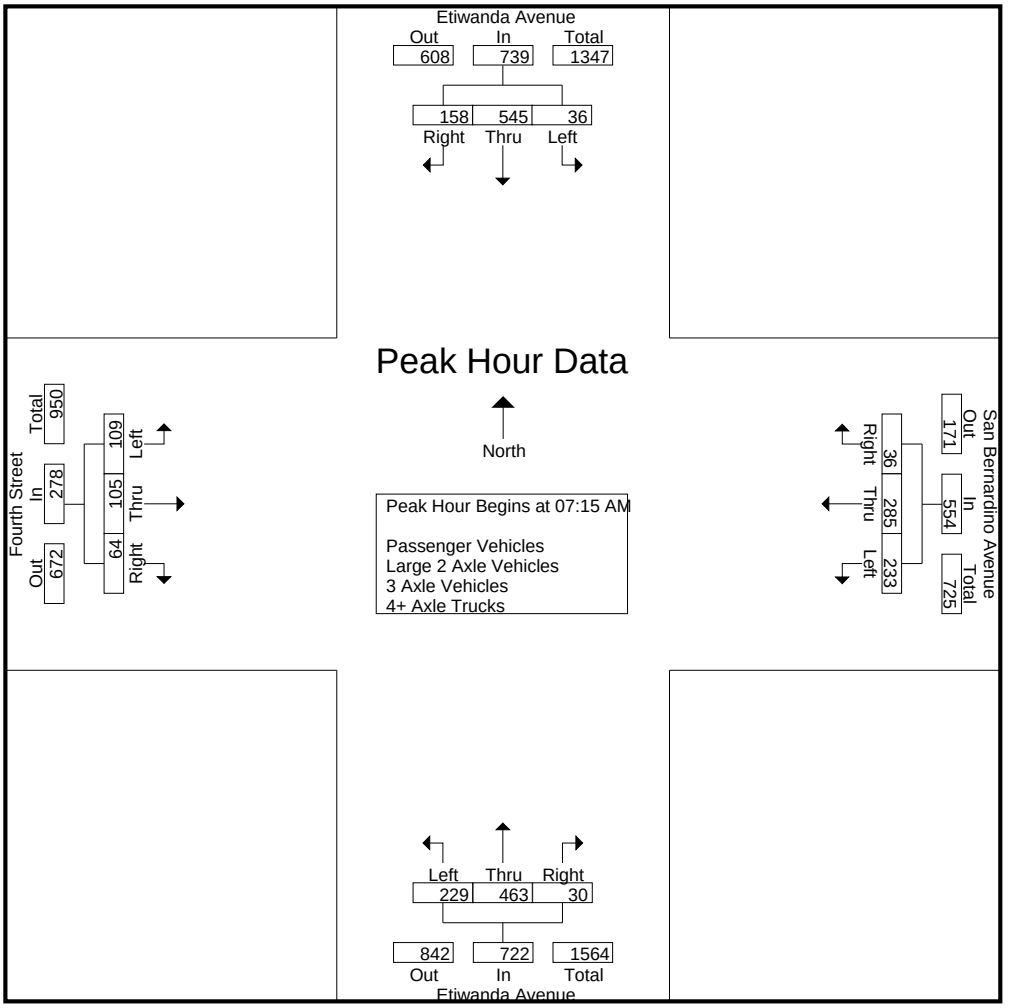
	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	112	22	142	53	45	7	105	33	102	10	145	23	22	17	62	454
07:15 AM	6	118	30	154	78	44	9	131	40	120	5	165	35	26	11	72	522
07:30 AM	13	172	52	237	54	85	7	146	63	135	4	202	22	25	15	62	647
07:45 AM	10	100	45	155	52	103	9	164	78	106	11	195	31	25	21	77	591
Total	37	502	149	688	237	277	32	546	214	463	30	707	111	98	64	273	2214
08:00 AM	7	155	31	193	49	53	11	113	48	102	10	160	21	29	17	67	533
08:15 AM	12	119	43	174	40	53	4	97	33	85	6	124	26	25	12	63	458
08:30 AM	6	112	24	142	40	37	4	81	23	89	7	119	12	23	25	60	402
08:45 AM	7	101	29	137	26	39	6	71	29	92	6	127	17	28	8	53	388
Total	32	487	127	646	155	182	25	362	133	368	29	530	76	105	62	243	1781
Grand Total	69	989	276	1334	392	459	57	908	347	831	59	1237	187	203	126	516	3995
Apprch %	5.2	74.1	20.7		43.2	50.6	6.3		28.1	67.2	4.8		36.2	39.3	24.4		
Total %	1.7	24.8	6.9	33.4	9.8	11.5	1.4	22.7	8.7	20.8	1.5	31	4.7	5.1	3.2	12.9	
Passenger Vehicles	45	764	241	1050	291	408	43	742	306	641	38	985	151	157	92	400	3177
% Passenger Vehicles	65.2	77.2	87.3	78.7	74.2	88.9	75.4	81.7	88.2	77.1	64.4	79.6	80.7	77.3	73	77.5	79.5
Large 2 Axle Vehicles	3	18	4	25	7	16	2	25	10	17	4	31	4	11	7	22	103
% Large 2 Axle Vehicles	4.3	1.8	1.4	1.9	1.8	3.5	3.5	2.8	2.9	2	6.8	2.5	2.1	5.4	5.6	4.3	2.6
3 Axle Vehicles	8	75	12	95	8	3	5	16	5	55	0	60	14	4	8	26	197
% 3 Axle Vehicles	11.6	7.6	4.3	7.1	2	0.7	8.8	1.8	1.4	6.6	0	4.9	7.5	2	6.3	5	4.9
4+ Axle Trucks	13	132	19	164	86	32	7	125	26	118	17	161	18	31	19	68	518
% 4+ Axle Trucks	18.8	13.3	6.9	12.3	21.9	7	12.3	13.8	7.5	14.2	28.8	13	9.6	15.3	15.1	13.2	13

	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	6	118	30	154	**78**	44	9	131	40	120	5	165	**35**	26	11	72	522
07:30 AM	**13**	**172**	**52**	**237**	54	85	7	146	63	**135**	4	**202**	22	25	15	62	**647**
07:45 AM	10	100	45	155	52	**103**	9	**164**	**78**	106	**11**	195	31	25	**21**	**77**	591
08:00 AM	7	155	31	193	49	53	**11**	113	48	102	10	160	21	**29**	17	67	533
Total Volume	36	545	158	739	233	285	36	554	229	463	30	722	109	105	64	278	2293
% App. Total	4.9	73.7	21.4		42.1	51.4	6.5		31.7	64.1	4.2		39.2	37.8	23		
PHF	.692	.792	.760	.780	.747	.692	.818	.845	.734	.857	.682	.894	.779	.905	.762	.903	.886

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Fourth Street/San Bernardino Avenue
Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	07:30 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**13**	**172**	**52**	**237**	**78**	44	9	131	40	120	5	165	**35**	26	11	72
+15 mins.	10	100	45	155	54	85	7	146	63	**135**	4	**202**	22	25	15	62
+30 mins.	7	155	31	193	52	**103**	9	**164**	**78**	106	**11**	195	31	25	**21**	**77**
+45 mins.	12	119	43	174	49	53	**11**	113	48	102	10	160	21	**29**	17	67
Total Volume	42	546	171	759	233	285	36	554	229	463	30	722	109	105	64	278
% App. Total	5.5	71.9	22.5		42.1	51.4	6.5		31.7	64.1	4.2		39.2	37.8	23	
PHF	.808	.794	.822	.801	.747	.692	.818	.845	.734	.857	.682	.894	.779	.905	.762	.903

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Fourth Street/San Bernardino Avenue
Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth AM
Site Code : 22520079
Start Date : 2/5/2020
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Groups Printed- Passenger Vehicles

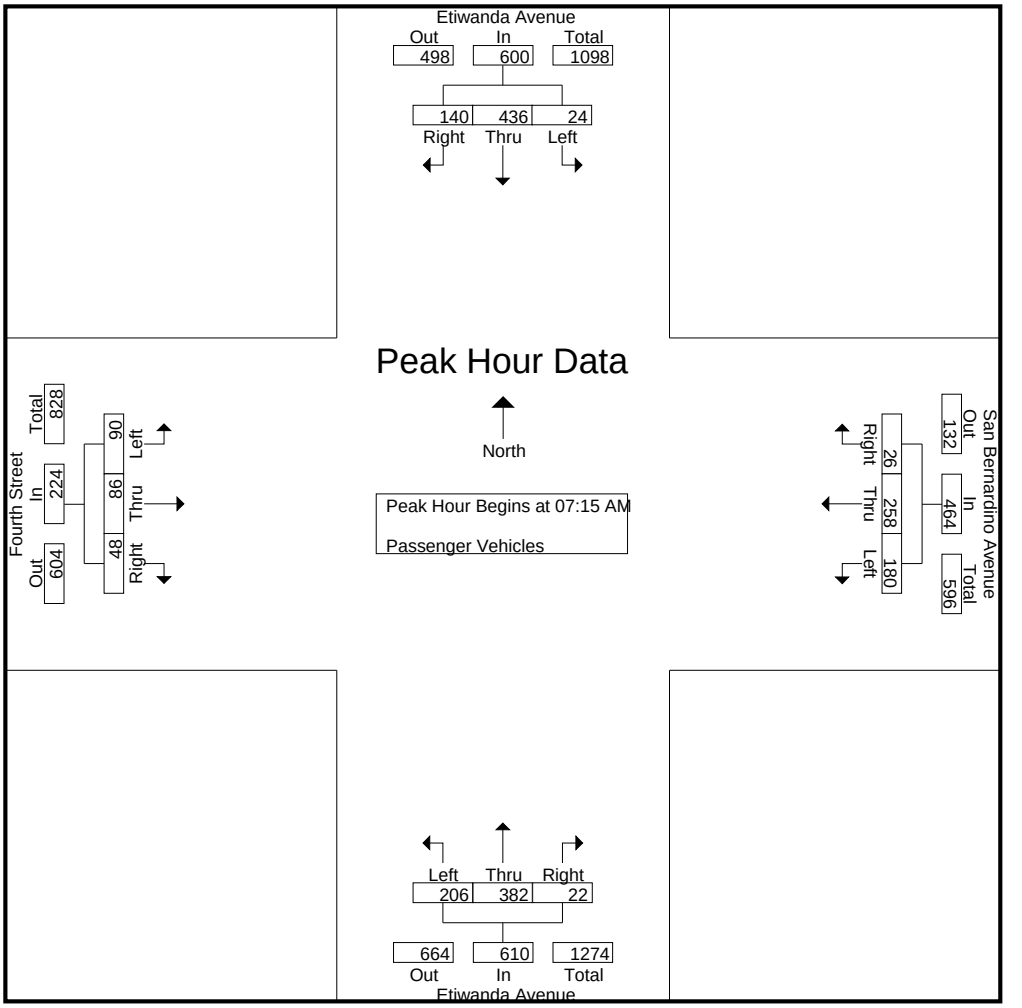
	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	83	18	104	36	40	6	82	29	76	5	110	21	14	15	50	346
07:15 AM	3	96	28	127	67	36	7	110	36	105	2	143	28	20	8	56	436
07:30 AM	9	132	47	188	44	79	4	127	58	113	4	175	21	22	12	55	545
07:45 AM	8	86	37	131	35	96	7	138	69	86	11	166	25	23	17	65	500
Total	23	397	130	550	182	251	24	457	192	380	22	594	95	79	52	226	1827
08:00 AM	4	122	28	154	34	47	8	89	43	78	5	126	16	21	11	48	417
08:15 AM	8	94	38	140	28	42	4	74	29	62	3	94	21	22	8	51	359
08:30 AM	4	79	20	103	28	31	3	62	21	61	4	86	7	18	16	41	292
08:45 AM	6	72	25	103	19	37	4	60	21	60	4	85	12	17	5	34	282
Total	22	367	111	500	109	157	19	285	114	261	16	391	56	78	40	174	1350
Grand Total	45	764	241	1050	291	408	43	742	306	641	38	985	151	157	92	400	3177
Apprch %	4.3	72.8	23		39.2	55	5.8		31.1	65.1	3.9		37.8	39.2	23		
Total %	1.4	24	7.6	33.1	9.2	12.8	1.4	23.4	9.6	20.2	1.2	31	4.8	4.9	2.9	12.6	

	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	96	28	127	**67**	36	7	110	36	105	2	143	**28**	20	8	56	436
07:30 AM	**9**	**132**	**47**	**188**	44	79	4	127	58	**113**	4	**175**	21	22	12	55	**545**
07:45 AM	8	86	37	131	35	**96**	7	**138**	**69**	86	**11**	166	25	**23**	**17**	**65**	500
08:00 AM	4	122	28	154	34	47	**8**	89	43	78	5	126	16	21	11	48	417
Total Volume	24	436	140	600	180	258	26	464	206	382	22	610	90	86	48	224	1898
% App. Total	4	72.7	23.3		38.8	55.6	5.6		33.8	62.6	3.6		40.2	38.4	21.4		
PHF	.667	.826	.745	.798	.672	.672	.813	.841	.746	.845	.500	.871	.804	.935	.706	.862	.871

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Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth AM
Site Code : 22520079
Start Date : 2/5/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	3	96	28	127	**67**	36	7	110	36	105	2	143	**28**	20	8	56
+15 mins.	**9**	**132**	**47**	**188**	44	79	4	127	58	**113**	4	**175**	21	22	12	55
+30 mins.	8	86	37	131	35	**96**	7	**138**	**69**	86	**11**	166	25	**23**	**17**	**65**
+45 mins.	4	122	28	154	34	47	**8**	89	43	78	5	126	16	21	11	48
Total Volume	24	436	140	600	180	258	26	464	206	382	22	610	90	86	48	224
% App. Total	4	72.7	23.3		38.8	55.6	5.6		33.8	62.6	3.6		40.2	38.4	21.4	
PHF	.667	.826	.745	.798	.672	.672	.813	.841	.746	.845	.500	.871	.804	.935	.706	.862

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
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File Name : 05_RNC_Etiwanda_Fourth AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- Large 2 Axle Vehicles

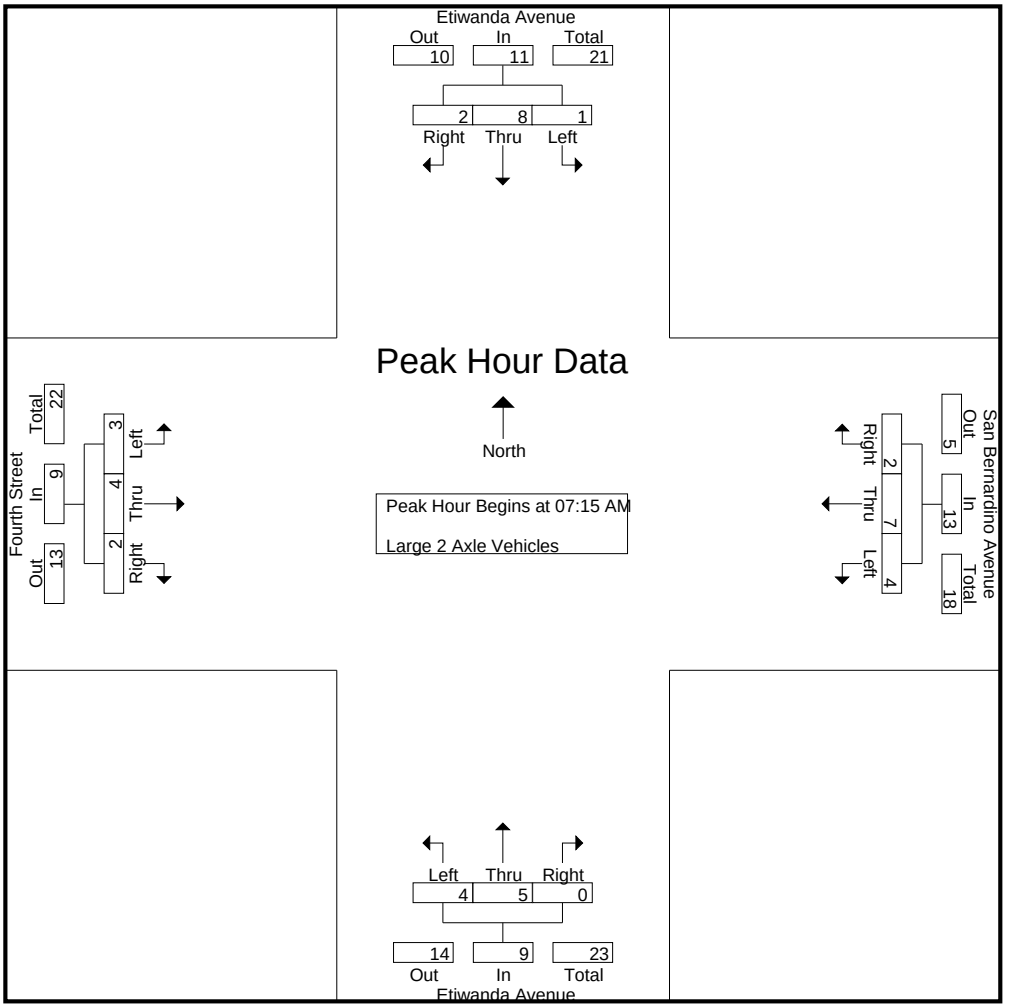
	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	1	5	0	3	0	3	1	0	1	2	0	2	1	3	13
07:15 AM	0	3	0	3	0	3	0	3	1	1	0	2	2	1	1	4	12
07:30 AM	1	4	1	6	0	2	0	2	0	0	0	0	0	1	0	1	9
07:45 AM	0	0	1	1	2	1	2	5	3	3	0	6	1	1	0	2	14
Total	1	11	3	15	2	9	2	13	5	4	1	10	3	5	2	10	48
08:00 AM	0	1	0	1	2	1	0	3	0	1	0	1	0	1	1	2	7
08:15 AM	1	1	0	2	2	3	0	5	0	3	2	5	0	1	1	2	14
08:30 AM	0	3	0	3	1	3	0	4	0	6	1	7	1	2	1	4	18
08:45 AM	1	2	1	4	0	0	0	0	5	3	0	8	0	2	2	4	16
Total	2	7	1	10	5	7	0	12	5	13	3	21	1	6	5	12	55
Grand Total	3	18	4	25	7	16	2	25	10	17	4	31	4	11	7	22	103
Apprch %	12	72	16		28	64	8		32.3	54.8	12.9		18.2	50	31.8		
Total %	2.9	17.5	3.9	24.3	6.8	15.5	1.9	24.3	9.7	16.5	3.9	30.1	3.9	10.7	6.8	21.4	

	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	3	0	3	0	**3**	0	3	1	1	0	2	**2**	**1**	**1**	**4**	12
07:30 AM	**1**	**4**	**1**	**6**	0	2	0	2	0	0	0	0	0	1	0	1	9
07:45 AM	0	0	1	1	**2**	1	**2**	**5**	**3**	**3**	0	**6**	1	1	0	2	**14**
08:00 AM	0	1	0	1	2	1	0	3	0	1	0	1	0	1	1	2	7
Total Volume	1	8	2	11	4	7	2	13	4	5	0	9	3	4	2	9	42
% App. Total	9.1	72.7	18.2		30.8	53.8	15.4		44.4	55.6	0		33.3	44.4	22.2		
PHF	.250	.500	.500	.458	.500	.583	.250	.650	.333	.417	.000	.375	.375	1.00	.500	.563	.750

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Fourth Street/San Bernardino Avenue
Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	3	0	3	0	**3**	0	3	1	1	0	2	**2**	**1**	**1**	**4**
+15 mins.	**1**	**4**	**1**	**6**	0	2	0	2	0	0	0	0	0	1	0	1
+30 mins.	0	0	1	1	**2**	1	**2**	**5**	**3**	**3**	0	**6**	1	1	0	2
+45 mins.	0	1	0	1	2	1	0	3	0	1	0	1	0	1	1	2
Total Volume	1	8	2	11	4	7	2	13	4	5	0	9	3	4	2	9
% App. Total	9.1	72.7	18.2		30.8	53.8	15.4		44.4	55.6	0		33.3	44.4	22.2	
PHF	.250	.500	.500	.458	.500	.583	.250	.650	.333	.417	.000	.375	.375	1.000	.500	.563

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Fourth Street/San Bernardino Avenue
Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 3 Axle Vehicles

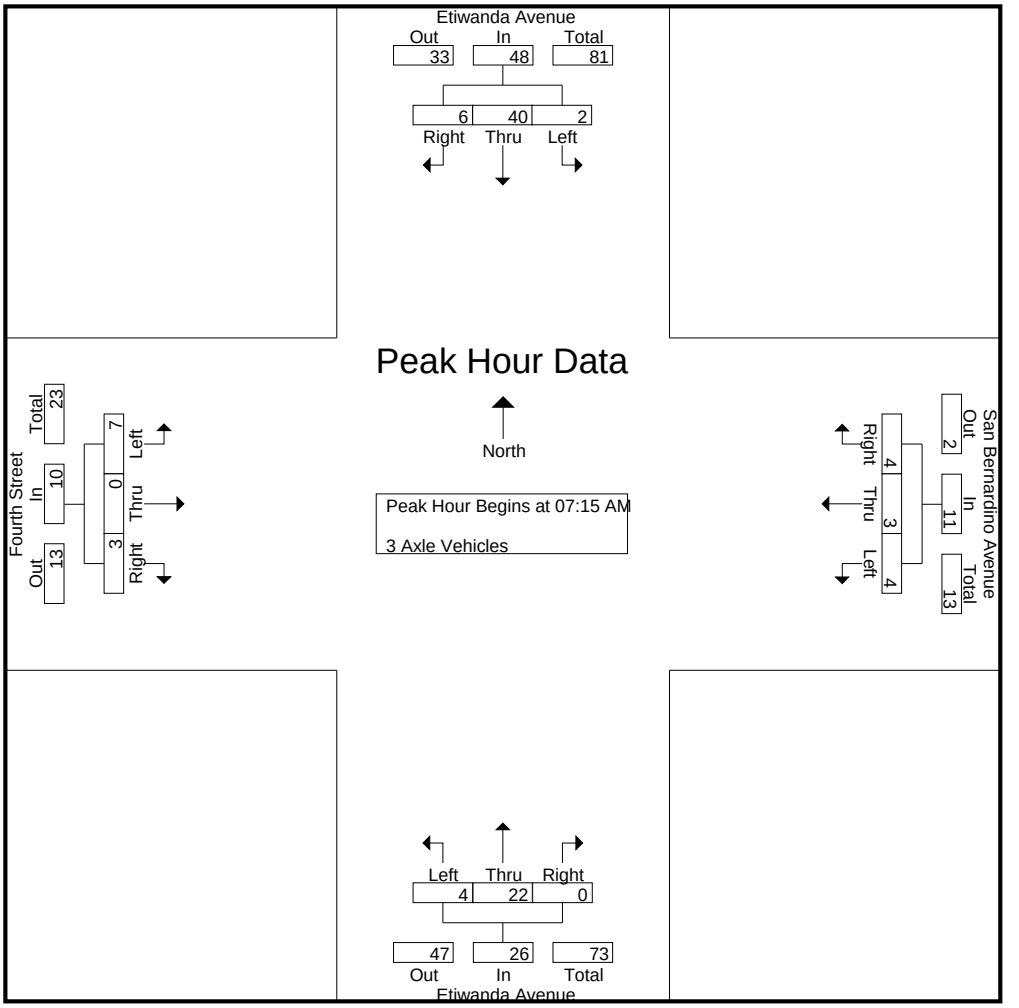
	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	8	1	13	0	0	0	0	0	6	0	6	1	3	1	5	24
07:15 AM	0	6	1	7	0	1	1	2	1	3	0	4	2	0	0	2	15
07:30 AM	1	13	3	17	0	0	1	1	0	7	0	7	1	0	0	1	26
07:45 AM	0	4	1	5	3	1	0	4	1	5	0	6	1	0	0	1	16
Total	5	31	6	42	3	2	2	7	2	21	0	23	5	3	1	9	81
08:00 AM	1	17	1	19	1	1	2	4	2	7	0	9	3	0	3	6	38
08:15 AM	1	8	3	12	1	0	0	1	0	6	0	6	2	0	1	3	22
08:30 AM	1	11	1	13	2	0	0	2	0	10	0	10	2	0	3	5	30
08:45 AM	0	8	1	9	1	0	1	2	1	11	0	12	2	1	0	3	26
Total	3	44	6	53	5	1	3	9	3	34	0	37	9	1	7	17	116
Grand Total	8	75	12	95	8	3	5	16	5	55	0	60	14	4	8	26	197
Apprch %	8.4	78.9	12.6		50	18.8	31.2		8.3	91.7	0		53.8	15.4	30.8		
Total %	4.1	38.1	6.1	48.2	4.1	1.5	2.5	8.1	2.5	27.9	0	30.5	7.1	2	4.1	13.2	

	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	6	1	7	0	**1**	1	2	1	3	0	4	2	0	0	2	15
07:30 AM	**1**	13	**3**	17	0	0	1	1	0	**7**	0	7	1	0	0	1	26
07:45 AM	0	4	1	5	**3**	1	0	**4**	1	5	0	6	1	0	0	1	16
08:00 AM	1	**17**	1	**19**	1	1	**2**	4	**2**	7	0	**9**	**3**	0	**3**	**6**	**38**
Total Volume	2	40	6	48	4	3	4	11	4	22	0	26	7	0	3	10	95
% App. Total	4.2	83.3	12.5		36.4	27.3	36.4		15.4	84.6	0		70	0	30		
PHF	.500	.588	.500	.632	.333	.750	.500	.688	.500	.786	.000	.722	.583	.000	.250	.417	.625

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Fourth Street/San Bernardino Avenue
Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth AM
Site Code : 22520079
Start Date : 2/5/2020



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	6	1	7	0	**1**	1	2	1	3	0	4	2	0	0	2
+15 mins.	**1**	13	**3**	17	0	0	1	1	0	**7**	0	7	1	0	0	1
+30 mins.	0	4	1	5	**3**	1	0	**4**	1	5	0	6	1	0	0	1
+45 mins.	1	**17**	1	**19**	1	1	**2**	4	**2**	7	0	**9**	**3**	0	**3**	**6**
Total Volume	2	40	6	48	4	3	4	11	4	22	0	26	7	0	3	10
% App. Total	4.2	83.3	12.5		36.4	27.3	36.4		15.4	84.6	0		70	0	30	
PHF	.500	.588	.500	.632	.333	.750	.500	.688	.500	.786	.000	.722	.583	.000	.250	.417

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Fourth Street/San Bernardino Avenue
Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 4+ Axle Trucks

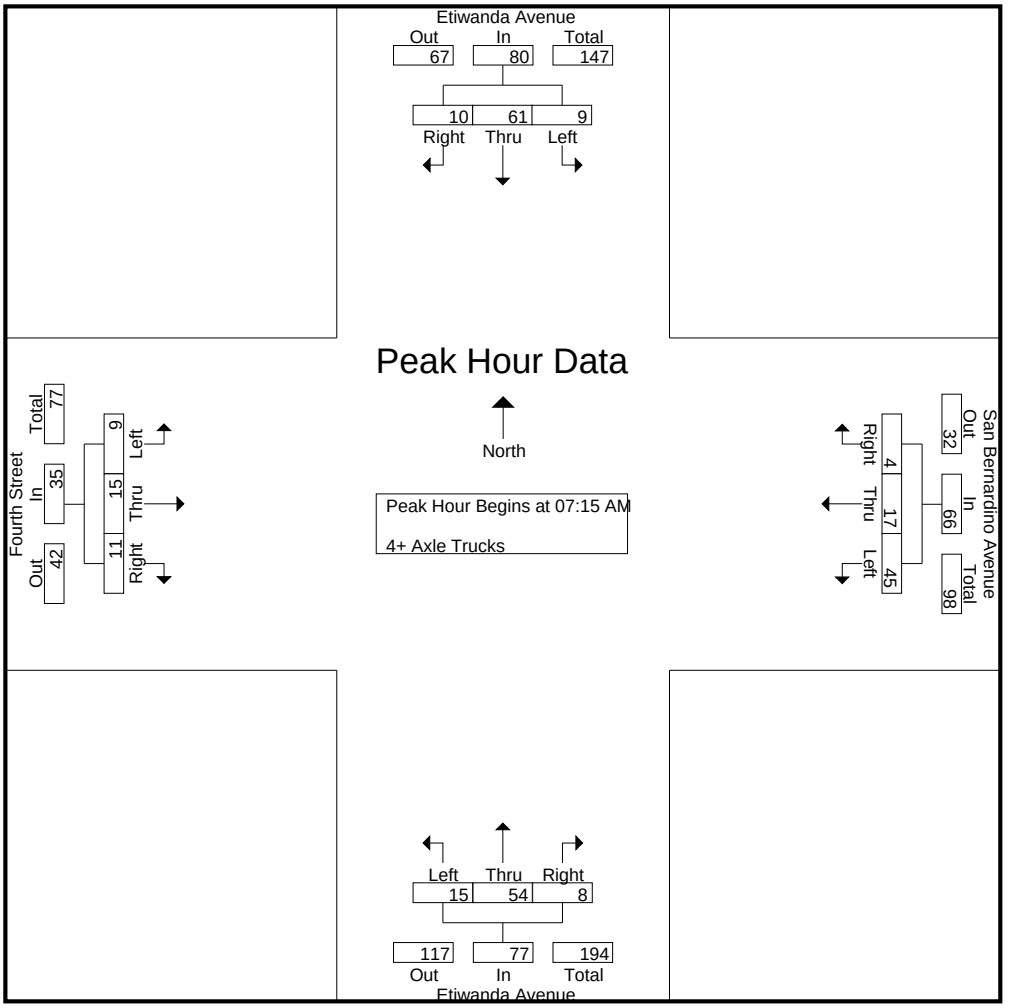
	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	17	2	20	17	2	1	20	3	20	4	27	1	3	0	4	71
07:15 AM	3	13	1	17	11	4	1	16	2	11	3	16	3	5	2	10	59
07:30 AM	2	23	1	26	10	4	2	16	5	15	0	20	0	2	3	5	67
07:45 AM	2	10	6	18	12	5	0	17	5	12	0	17	4	1	4	9	61
Total	8	63	10	81	50	15	4	69	15	58	7	80	8	11	9	28	258
08:00 AM	2	15	2	19	12	4	1	17	3	16	5	24	2	7	2	11	71
08:15 AM	2	16	2	20	9	8	0	17	4	14	1	19	3	2	2	7	63
08:30 AM	1	19	3	23	9	3	1	13	2	12	2	16	2	3	5	10	62
08:45 AM	0	19	2	21	6	2	1	9	2	18	2	22	3	8	1	12	64
Total	5	69	9	83	36	17	3	56	11	60	10	81	10	20	10	40	260
Grand Total	13	132	19	164	86	32	7	125	26	118	17	161	18	31	19	68	518
Apprch %	7.9	80.5	11.6		68.8	25.6	5.6		16.1	73.3	10.6		26.5	45.6	27.9		
Total %	2.5	25.5	3.7	31.7	16.6	6.2	1.4	24.1	5	22.8	3.3	31.1	3.5	6	3.7	13.1	

	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**3**	13	1	17	11	4	1	16	2	11	3	16	3	5	2	10	59
07:30 AM	2	**23**	1	**26**	10	4	**2**	16	**5**	15	0	20	0	2	3	5	67
07:45 AM	2	10	**6**	18	**12**	**5**	0	**17**	5	12	0	17	**4**	1	**4**	9	61
08:00 AM	2	15	2	19	12	4	1	17	3	**16**	**5**	**24**	2	**7**	2	**11**	**71**
Total Volume	9	61	10	80	45	17	4	66	15	54	8	77	9	15	11	35	258
% App. Total	11.2	76.2	12.5		68.2	25.8	6.1		19.5	70.1	10.4		25.7	42.9	31.4		
PHF	.750	.663	.417	.769	.938	.850	.500	.971	.750	.844	.400	.802	.563	.536	.688	.795	.908

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Fourth Street/San Bernardino Avenue
Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth AM
Site Code : 22520079
Start Date : 2/5/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**3**	13	1	17	11	4	1	16	2	11	3	16	3	5	2	10
+15 mins.	2	**23**	1	**26**	10	4	**2**	16	**5**	15	0	20	0	2	3	5
+30 mins.	2	10	**6**	18	**12**	**5**	0	**17**	5	12	0	17	**4**	1	**4**	9
+45 mins.	2	15	2	19	12	4	1	17	3	**16**	**5**	**24**	2	**7**	2	**11**
Total Volume	9	61	10	80	45	17	4	66	15	54	8	77	9	15	11	35
% App. Total	11.2	76.2	12.5		68.2	25.8	6.1		19.5	70.1	10.4		25.7	42.9	31.4	
PHF	.750	.663	.417	.769	.938	.850	.500	.971	.750	.844	.400	.802	.563	.536	.688	.795

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Fourth Street/San Bernardino Avenue
Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

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

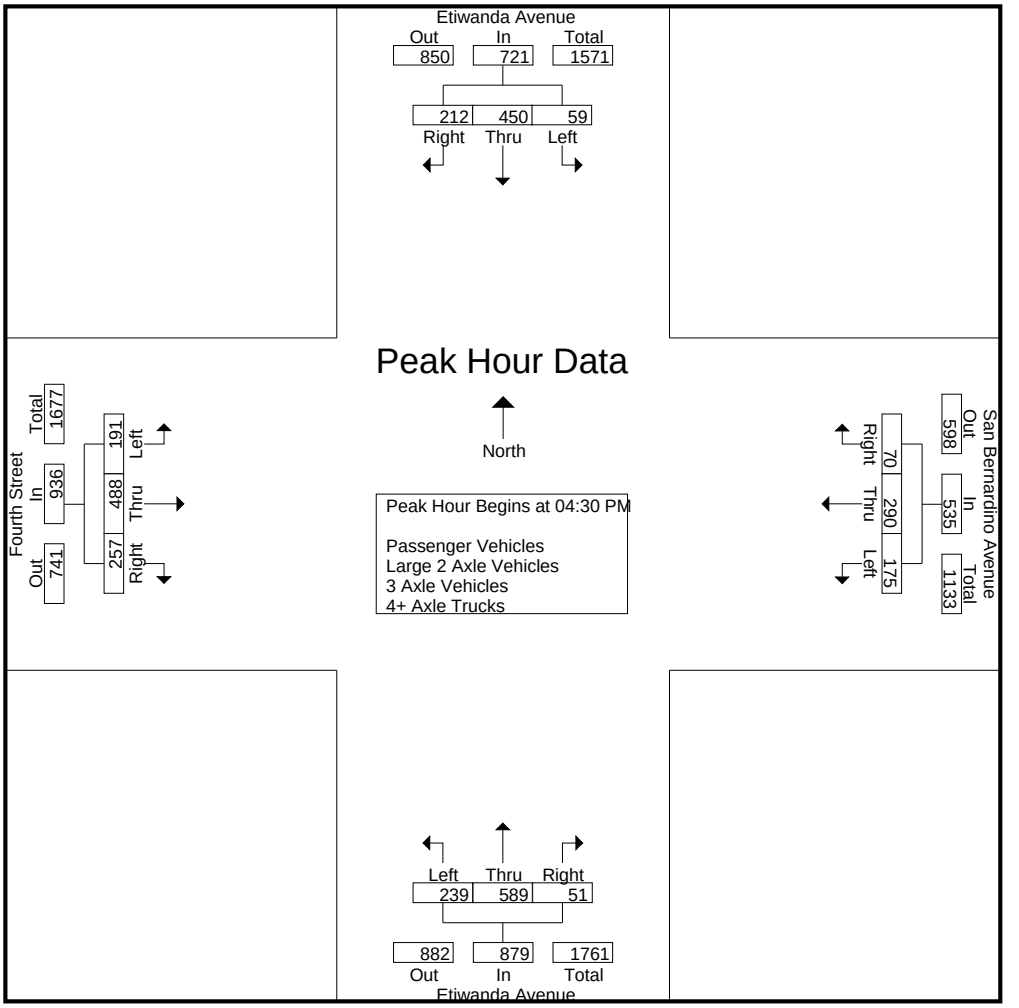
	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	12	117	47	176	34	45	12	91	51	154	20	225	44	80	46	170	662
04:15 PM	9	103	49	161	46	62	10	118	61	135	16	212	35	98	61	194	685
04:30 PM	8	115	68	191	40	68	21	129	45	145	13	203	43	115	52	210	733
04:45 PM	23	108	49	180	31	65	18	114	69	148	14	231	55	111	55	221	746
Total	52	443	213	708	151	240	61	452	226	582	63	871	177	404	214	795	2826
05:00 PM	13	121	49	183	41	81	12	134	67	150	14	231	35	111	71	217	765
05:15 PM	15	106	46	167	63	76	19	158	58	146	10	214	58	151	79	288	827
05:30 PM	11	86	36	133	37	62	17	116	58	165	17	240	51	92	57	200	689
05:45 PM	9	72	29	110	28	52	10	90	56	159	11	226	41	98	34	173	599
Total	48	385	160	593	169	271	58	498	239	620	52	911	185	452	241	878	2880
Grand Total	100	828	373	1301	320	511	119	950	465	1202	115	1782	362	856	455	1673	5706
Apprch %	7.7	63.6	28.7		33.7	53.8	12.5		26.1	67.5	6.5		21.6	51.2	27.2		
Total %	1.8	14.5	6.5	22.8	5.6	9	2.1	16.6	8.1	21.1	2	31.2	6.3	15	8	29.3	
Passenger Vehicles	69	721	357	1147	269	468	114	851	423	1075	88	1586	348	809	390	1547	5131
% Passenger Vehicles	69	87.1	95.7	88.2	84.1	91.6	95.8	89.6	91	89.4	76.5	89	96.1	94.5	85.7	92.5	89.9
Large 2 Axle Vehicles	2	13	6	21	8	19	1	28	16	21	3	40	2	19	16	37	126
% Large 2 Axle Vehicles	2	1.6	1.6	1.6	2.5	3.7	0.8	2.9	3.4	1.7	2.6	2.2	0.6	2.2	3.5	2.2	2.2
3 Axle Vehicles	26	30	9	65	2	3	1	6	10	37	6	53	10	9	8	27	151
% 3 Axle Vehicles	26	3.6	2.4	5	0.6	0.6	0.8	0.6	2.2	3.1	5.2	3	2.8	1.1	1.8	1.6	2.6
4+ Axle Trucks	3	64	1	68	41	21	3	65	16	69	18	103	2	19	41	62	298
% 4+ Axle Trucks	3	7.7	0.3	5.2	12.8	4.1	2.5	6.8	3.4	5.7	15.7	5.8	0.6	2.2	9	3.7	5.2

	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	8	115	**68**	**191**	40	68	**21**	129	45	145	13	203	43	115	52	210	733
04:45 PM	**23**	108	49	180	31	65	18	114	**69**	148	**14**	**231**	55	111	55	221	746
05:00 PM	13	**121**	49	183	41	**81**	12	134	67	**150**	14	231	35	111	71	217	765
05:15 PM	15	106	46	167	**63**	76	19	**158**	58	146	10	214	**58**	**151**	**79**	**288**	**827**
Total Volume	59	450	212	721	175	290	70	535	239	589	51	879	191	488	257	936	3071
% App. Total	8.2	62.4	29.4		32.7	54.2	13.1		27.2	67	5.8		20.4	52.1	27.5		
PHF	.641	.930	.779	.944	.694	.895	.833	.847	.866	.982	.911	.951	.823	.808	.813	.813	.928

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Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	04:30 PM				04:30 PM				04:45 PM				04:30 PM			
+0 mins.	8	115	**68**	**191**	40	68	**21**	129	**69**	148	14	231	43	115	52	210
+15 mins.	**23**	108	49	180	31	65	18	114	67	150	14	231	55	111	55	221
+30 mins.	13	**121**	49	183	41	**81**	12	134	58	146	10	214	35	111	71	217
+45 mins.	15	106	46	167	**63**	76	19	**158**	58	**165**	**17**	**240**	**58**	**151**	**79**	**288**
Total Volume	59	450	212	721	175	290	70	535	252	609	55	916	191	488	257	936
% App. Total	8.2	62.4	29.4		32.7	54.2	13.1		27.5	66.5	6		20.4	52.1	27.5	
PHF	.641	.930	.779	.944	.694	.895	.833	.847	.913	.923	.809	.954	.823	.808	.813	.813

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City of Rancho Cucamonga
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Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth PM
Site Code : 22520079
Start Date : 2/5/2020
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Groups Printed- Passenger Vehicles

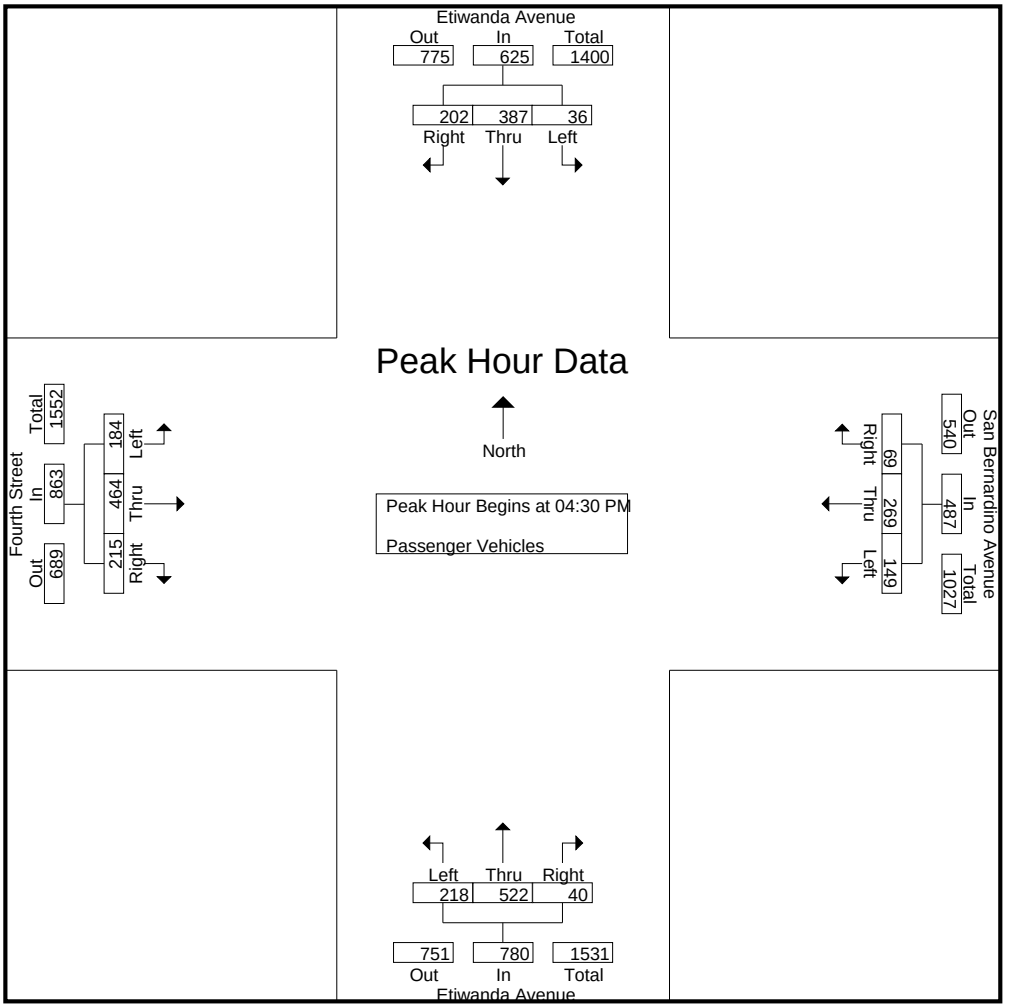
	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	105	45	161	31	37	12	80	47	134	14	195	41	75	40	156	592
04:15 PM	6	89	47	142	36	58	10	104	55	120	12	187	32	92	54	178	611
04:30 PM	5	94	63	162	35	65	20	120	41	130	8	179	41	108	41	190	651
04:45 PM	12	91	46	149	26	60	18	104	68	135	11	214	52	107	51	210	677
Total	34	379	201	614	128	220	60	408	211	519	45	775	166	382	186	734	2531
05:00 PM	8	104	47	159	35	76	12	123	55	128	13	196	34	105	56	195	673
05:15 PM	11	98	46	155	53	68	19	140	54	129	8	191	57	144	67	268	754
05:30 PM	10	79	35	124	30	57	16	103	52	153	14	219	51	87	51	189	635
05:45 PM	6	61	28	95	23	47	7	77	51	146	8	205	40	91	30	161	538
Total	35	342	156	533	141	248	54	443	212	556	43	811	182	427	204	813	2600
Grand Total	69	721	357	1147	269	468	114	851	423	1075	88	1586	348	809	390	1547	5131
Apprch %	6	62.9	31.1		31.6	55	13.4		26.7	67.8	5.5		22.5	52.3	25.2		
Total %	1.3	14.1	7	22.4	5.2	9.1	2.2	16.6	8.2	21	1.7	30.9	6.8	15.8	7.6	30.2	

	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	5	94	**63**	**162**	35	65	**20**	120	41	130	8	179	41	108	41	190	651
04:45 PM	**12**	91	46	149	26	60	18	104	**68**	**135**	11	**214**	52	107	51	210	677
05:00 PM	8	**104**	47	159	35	**76**	12	123	55	128	**13**	196	34	105	56	195	673
05:15 PM	11	98	46	155	**53**	68	19	**140**	54	129	8	191	**57**	**144**	**67**	**268**	**754**
Total Volume	36	387	202	625	149	269	69	487	218	522	40	780	184	464	215	863	2755
% App. Total	5.8	61.9	32.3		30.6	55.2	14.2		27.9	66.9	5.1		21.3	53.8	24.9		
PHF	.750	.930	.802	.965	.703	.885	.863	.870	.801	.967	.769	.911	.807	.806	.802	.805	.913

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Fourth Street/San Bernardino Avenue
Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	5	94	**63**	**162**	35	65	**20**	120	41	130	8	179	41	108	41	190
+15 mins.	**12**	91	46	149	26	60	18	104	**68**	**135**	11	**214**	52	107	51	210
+30 mins.	8	**104**	47	159	35	**76**	12	123	55	128	**13**	196	34	105	56	195
+45 mins.	11	98	46	155	**53**	68	19	**140**	54	129	8	191	**57**	**144**	**67**	**268**
Total Volume	36	387	202	625	149	269	69	487	218	522	40	780	184	464	215	863
% App. Total	5.8	61.9	32.3		30.6	55.2	14.2		27.9	66.9	5.1		21.3	53.8	24.9	
PHF	.750	.930	.802	.965	.703	.885	.863	.870	.801	.967	.769	.911	.807	.806	.802	.805

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

City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Fourth Street/San Bernardino Avenue
Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- Large 2 Axle Vehicles

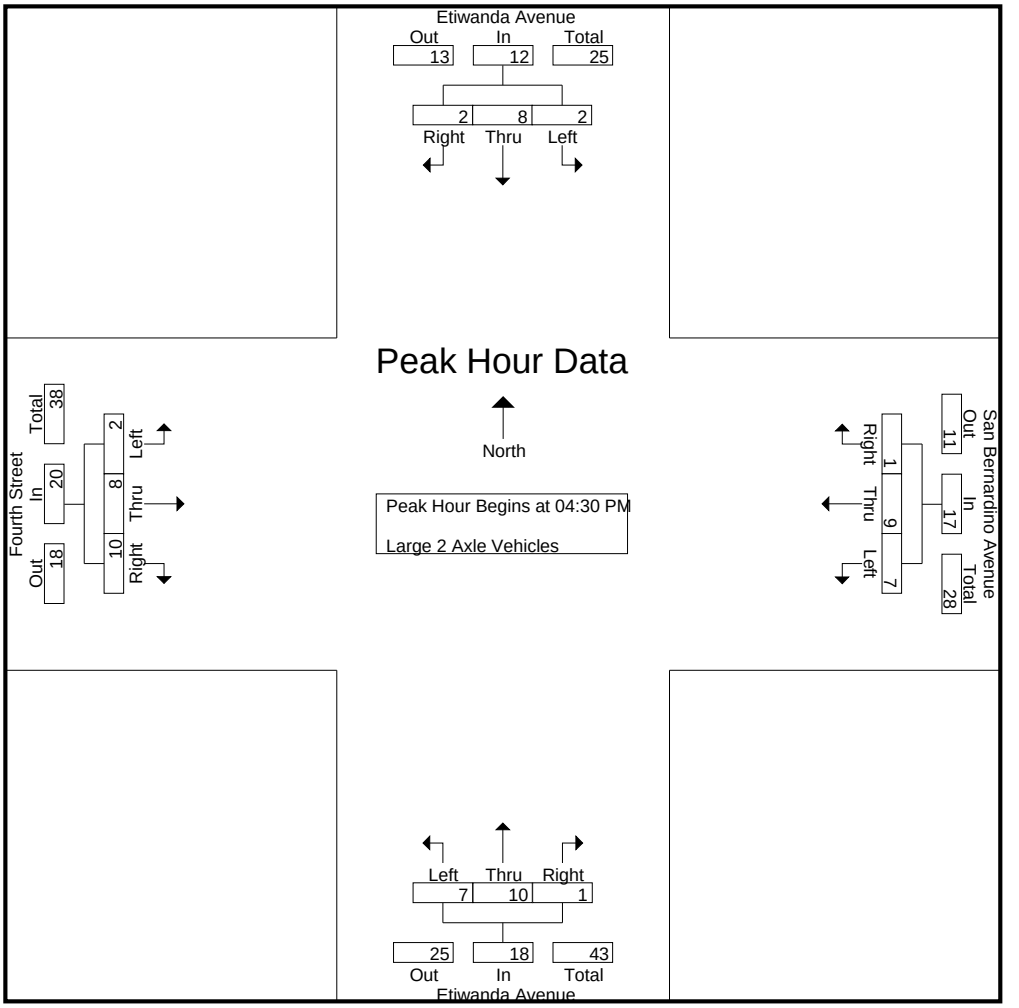
	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	2	2	0	4	0	4	3	2	1	6	0	3	1	4	16
04:15 PM	0	2	0	2	1	2	0	3	2	5	0	7	0	2	4	6	18
04:30 PM	1	1	1	3	0	1	1	2	1	2	0	3	0	1	4	5	13
04:45 PM	0	4	1	5	2	3	0	5	0	2	1	3	2	2	2	6	19
Total	1	7	4	12	3	10	1	14	6	11	2	19	2	8	11	21	66
05:00 PM	0	2	0	2	1	1	0	2	6	2	0	8	0	2	3	5	17
05:15 PM	1	1	0	2	4	4	0	8	0	4	0	4	0	3	1	4	18
05:30 PM	0	1	1	2	0	3	0	3	3	1	1	5	0	1	1	2	12
05:45 PM	0	2	1	3	0	1	0	1	1	3	0	4	0	5	0	5	13
Total	1	6	2	9	5	9	0	14	10	10	1	21	0	11	5	16	60
Grand Total	2	13	6	21	8	19	1	28	16	21	3	40	2	19	16	37	126
Apprch %	9.5	61.9	28.6		28.6	67.9	3.6		40	52.5	7.5		5.4	51.4	43.2		
Total %	1.6	10.3	4.8	16.7	6.3	15.1	0.8	22.2	12.7	16.7	2.4	31.7	1.6	15.1	12.7	29.4	

	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	1	**1**	3	0	1	**1**	2	1	2	0	3	0	1	**4**	5	13
04:45 PM	0	**4**	1	**5**	2	3	0	5	0	2	**1**	3	**2**	2	2	**6**	**19**
05:00 PM	0	2	0	2	1	1	0	2	**6**	2	0	**8**	0	2	3	5	17
05:15 PM	1	1	0	2	**4**	**4**	0	**8**	0	**4**	0	4	0	**3**	1	4	18
Total Volume	2	8	2	12	7	9	1	17	7	10	1	18	2	8	10	20	67
% App. Total	16.7	66.7	16.7		41.2	52.9	5.9		38.9	55.6	5.6		10	40	50		
PHF	.500	.500	.500	.600	.438	.563	.250	.531	.292	.625	.250	.563	.250	.667	.625	.833	.882

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Fourth Street/San Bernardino Avenue
Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth PM
Site Code : 22520079
Start Date : 2/5/2020



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**1**	1	**1**	3	0	1	**1**	2	1	2	0	3	0	1	**4**	5
+15 mins.	0	**4**	1	**5**	2	3	0	5	0	2	**1**	3	**2**	2	2	**6**
+30 mins.	0	2	0	2	1	1	0	2	**6**	2	0	**8**	0	2	3	5
+45 mins.	1	1	0	2	**4**	**4**	0	**8**	0	**4**	0	4	0	**3**	1	4
Total Volume	2	8	2	12	7	9	1	17	7	10	1	18	2	8	10	20
% App. Total	16.7	66.7	16.7		41.2	52.9	5.9		38.9	55.6	5.6		10	40	50	
PHF	.500	.500	.500	.600	.438	.563	.250	.531	.292	.625	.250	.563	.250	.667	.625	.833

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Fourth Street/San Bernardino Avenue
Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 3 Axle Vehicles

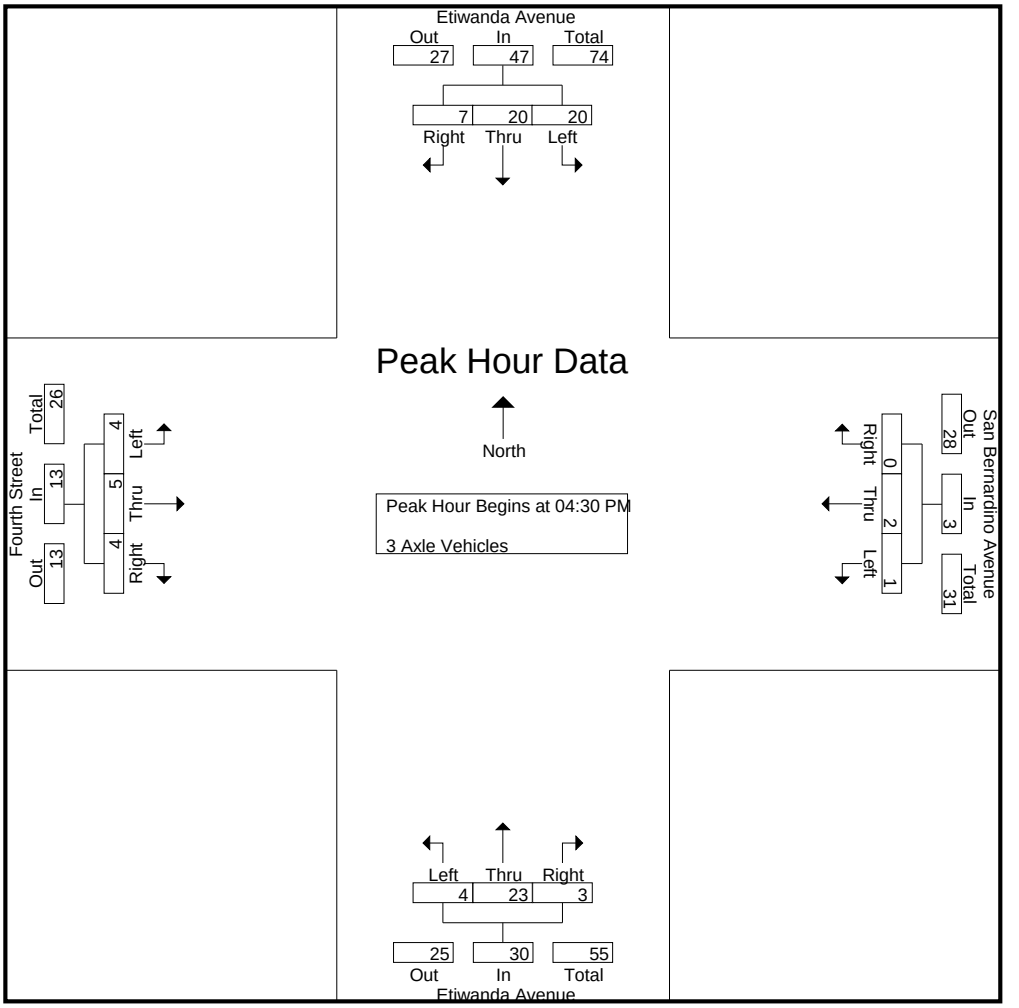
	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	5	0	6	0	0	0	0	0	5	1	6	3	0	0	3	15
04:15 PM	2	3	2	7	0	0	0	0	3	3	1	7	2	1	1	4	18
04:30 PM	1	7	4	12	0	1	0	1	1	6	1	8	2	2	1	5	26
04:45 PM	11	6	1	18	0	0	0	0	0	3	1	4	1	1	0	2	24
Total	15	21	7	43	0	1	0	1	4	17	4	25	8	4	2	14	83
05:00 PM	5	4	2	11	0	1	0	1	2	10	0	12	1	1	0	2	26
05:15 PM	3	3	0	6	1	0	0	1	1	4	1	6	0	1	3	4	17
05:30 PM	1	0	0	1	0	0	0	0	1	3	1	5	0	2	1	3	9
05:45 PM	2	2	0	4	1	1	1	3	2	3	0	5	1	1	2	4	16
Total	11	9	2	22	2	2	1	5	6	20	2	28	2	5	6	13	68
Grand Total	26	30	9	65	2	3	1	6	10	37	6	53	10	9	8	27	151
Apprch %	40	46.2	13.8		33.3	50	16.7		18.9	69.8	11.3		37	33.3	29.6		
Total %	17.2	19.9	6	43	1.3	2	0.7	4	6.6	24.5	4	35.1	6.6	6	5.3	17.9	

	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	**7**	**4**	12	0	**1**	0	**1**	1	6	**1**	8	**2**	**2**	1	**5**	**26**
04:45 PM	**11**	6	1	**18**	0	0	0	0	0	3	1	4	1	1	0	2	24
05:00 PM	5	4	2	11	0	1	0	1	**2**	**10**	0	**12**	1	1	0	2	26
05:15 PM	3	3	0	6	**1**	0	0	1	1	4	1	6	0	1	**3**	4	17
Total Volume	20	20	7	47	1	2	0	3	4	23	3	30	4	5	4	13	93
% App. Total	42.6	42.6	14.9		33.3	66.7	0		13.3	76.7	10		30.8	38.5	30.8		
PHF	.455	.714	.438	.653	.250	.500	.000	.750	.500	.575	.750	.625	.500	.625	.333	.650	.894

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Fourth Street/San Bernardino Avenue
Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth PM
Site Code : 22520079
Start Date : 2/5/2020



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	**7**	**4**	12	0	**1**	0	**1**	1	6	**1**	8	**2**	**2**	1	**5**
+15 mins.	**11**	6	1	**18**	0	0	0	0	0	3	1	4	1	1	0	2
+30 mins.	5	4	2	11	0	1	0	1	**2**	**10**	0	**12**	1	1	0	2
+45 mins.	3	3	0	6	**1**	0	0	1	1	4	1	6	0	1	**3**	4
Total Volume	20	20	7	47	1	2	0	3	4	23	3	30	4	5	4	13
% App. Total	42.6	42.6	14.9		33.3	66.7	0		13.3	76.7	10		30.8	38.5	30.8	
PHF	.455	.714	.438	.653	.250	.500	.000	.750	.500	.575	.750	.625	.500	.625	.333	.650

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Fourth Street/San Bernardino Avenue
Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 4+ Axle Trucks

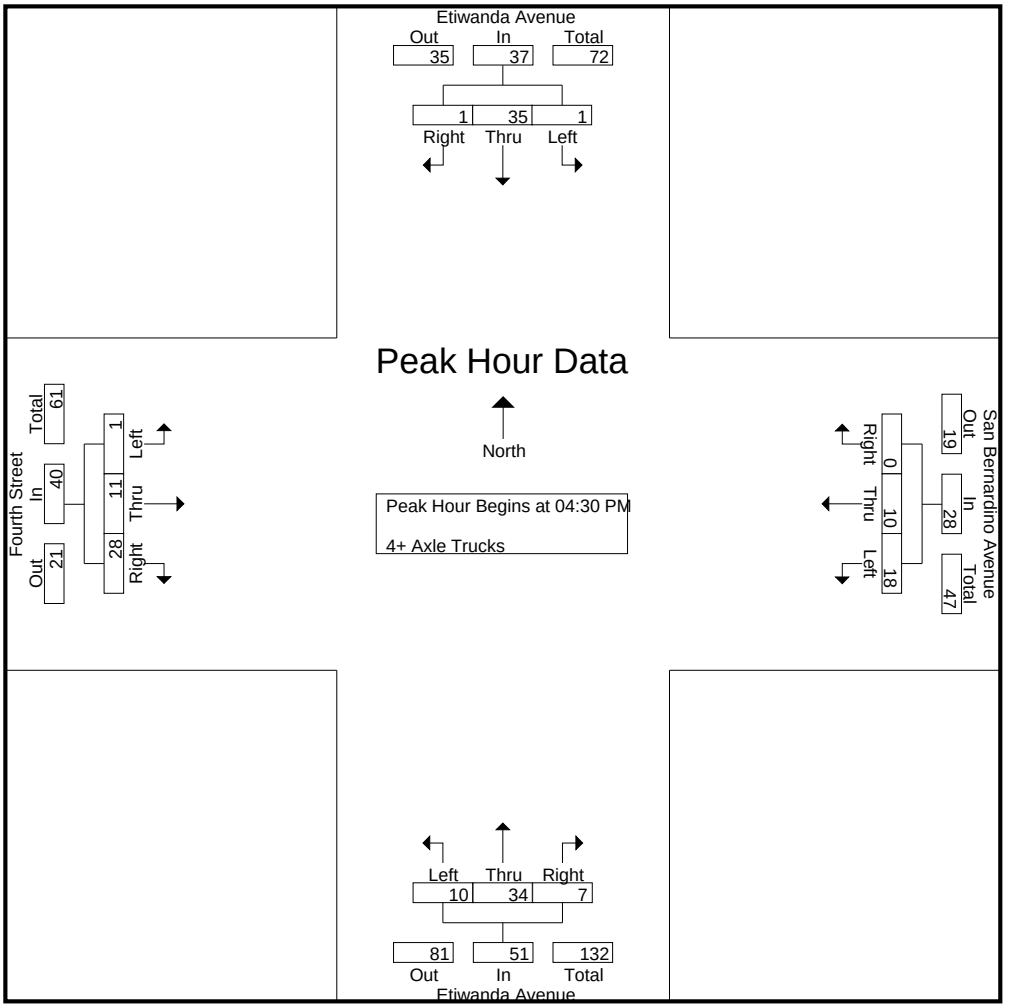
	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	7	0	7	3	4	0	7	1	13	4	18	0	2	5	7	39
04:15 PM	1	9	0	10	9	2	0	11	1	7	3	11	1	3	2	6	38
04:30 PM	1	13	0	14	5	1	0	6	2	7	4	13	0	4	6	10	43
04:45 PM	0	7	1	8	3	2	0	5	1	8	1	10	0	1	2	3	26
Total	2	36	1	39	20	9	0	29	5	35	12	52	1	10	15	26	146
05:00 PM	0	11	0	11	5	3	0	8	4	10	1	15	0	3	12	15	49
05:15 PM	0	4	0	4	5	4	0	9	3	9	1	13	1	3	8	12	38
05:30 PM	0	6	0	6	7	2	1	10	2	8	1	11	0	2	4	6	33
05:45 PM	1	7	0	8	4	3	2	9	2	7	3	12	0	1	2	3	32
Total	1	28	0	29	21	12	3	36	11	34	6	51	1	9	26	36	152
Grand Total	3	64	1	68	41	21	3	65	16	69	18	103	2	19	41	62	298
Apprch %	4.4	94.1	1.5		63.1	32.3	4.6		15.5	67	17.5		3.2	30.6	66.1		
Total %	1	21.5	0.3	22.8	13.8	7	1	21.8	5.4	23.2	6	34.6	0.7	6.4	13.8	20.8	

	Etiwanda Avenue Southbound				San Bernardino Avenue Westbound				Etiwanda Avenue Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	**13**	0	**14**	**5**	1	0	6	2	7	**4**	13	0	**4**	6	10	43
04:45 PM	0	7	**1**	8	3	2	0	5	1	8	1	10	0	1	2	3	26
05:00 PM	0	11	0	11	5	3	0	8	**4**	**10**	1	**15**	0	3	**12**	**15**	**49**
05:15 PM	0	4	0	4	5	**4**	0	**9**	3	9	1	13	**1**	3	8	12	38
Total Volume	1	35	1	37	18	10	0	28	10	34	7	51	1	11	28	40	156
% App. Total	2.7	94.6	2.7		64.3	35.7	0		19.6	66.7	13.7		2.5	27.5	70		
PHF	.250	.673	.250	.661	.900	.625	.000	.778	.625	.850	.438	.850	.250	.688	.583	.667	.796

Counts Unlimited
PO Box 1178
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Fourth Street/San Bernardino Avenue
Weather: Clear

File Name : 05_RNC_Etiwanda_Fourth PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**1**	**13**	0	**14**	**5**	1	0	6	2	7	**4**	13	0	**4**	6	10
+15 mins.	0	7	**1**	8	3	2	0	5	1	8	1	10	0	1	2	3
+30 mins.	0	11	0	11	5	3	0	8	**4**	**10**	1	**15**	0	3	**12**	**15**
+45 mins.	0	4	0	4	5	**4**	0	**9**	3	9	1	13	**1**	3	8	12
Total Volume	1	35	1	37	18	10	0	28	10	34	7	51	1	11	28	40
% App. Total	2.7	94.6	2.7		64.3	35.7	0		19.6	66.7	13.7		2.5	27.5	70	
PHF	.250	.673	.250	.661	.900	.625	.000	.778	.625	.850	.438	.850	.250	.688	.583	.667

Counts Unlimited
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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

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

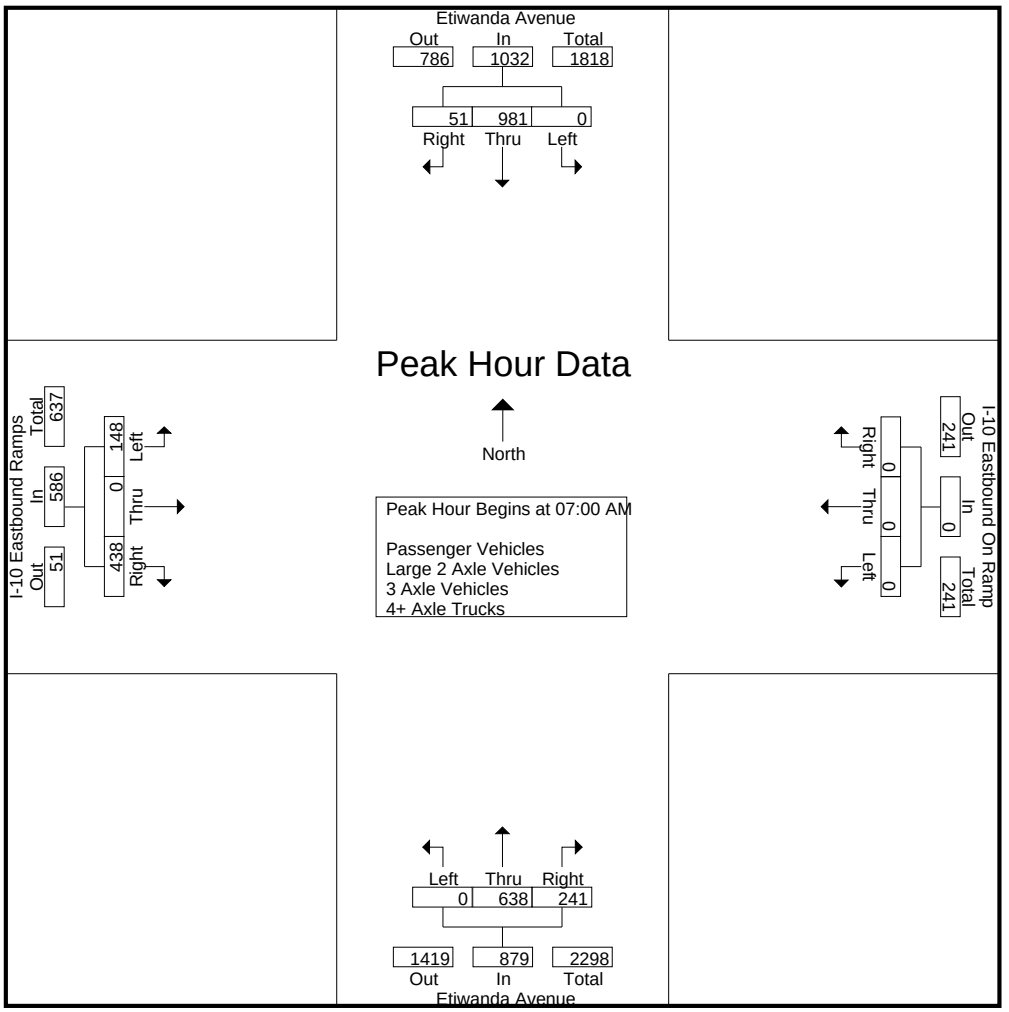
	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	224	18	242	0	0	0	0	0	147	63	210	34	0	93	127	579
07:15 AM	0	221	14	235	0	0	0	0	0	142	53	195	44	0	118	162	592
07:30 AM	0	261	10	271	0	0	0	0	0	169	55	224	34	0	119	153	648
07:45 AM	0	275	9	284	0	0	0	0	0	180	70	250	36	0	108	144	678
Total	0	981	51	1032	0	0	0	0	0	638	241	879	148	0	438	586	2497
08:00 AM	0	196	1	197	0	0	0	0	0	140	49	189	35	0	147	182	568
08:15 AM	0	200	3	203	0	0	0	0	0	143	53	196	25	0	119	144	543
08:30 AM	0	162	4	166	0	0	0	0	0	153	55	208	26	0	101	127	501
08:45 AM	0	155	7	162	0	0	0	0	0	167	57	224	27	0	92	119	505
Total	0	713	15	728	0	0	0	0	0	603	214	817	113	0	459	572	2117
Grand Total	0	1694	66	1760	0	0	0	0	0	1241	455	1696	261	0	897	1158	4614
Apprch %	0	96.2	3.8		0	0	0		0	73.2	26.8		22.5	0	77.5		
Total %	0	36.7	1.4	38.1	0	0	0	0	0	26.9	9.9	36.8	5.7	0	19.4	25.1	
Passenger Vehicles	0	1457	27	1484	0	0	0	0	0	908	316	1224	140	0	708	848	3556
% Passenger Vehicles	0	86	40.9	84.3	0	0	0	0	0	73.2	69.5	72.2	53.6	0	78.9	73.2	77.1
Large 2 Axle Vehicles	0	47	8	55	0	0	0	0	0	79	32	111	20	0	34	54	220
% Large 2 Axle Vehicles	0	2.8	12.1	3.1	0	0	0	0	0	6.4	7	6.5	7.7	0	3.8	4.7	4.8
3 Axle Vehicles	0	53	4	57	0	0	0	0	0	46	20	66	25	0	13	38	161
% 3 Axle Vehicles	0	3.1	6.1	3.2	0	0	0	0	0	3.7	4.4	3.9	9.6	0	1.4	3.3	3.5
4+ Axle Trucks	0	137	27	164	0	0	0	0	0	208	87	295	76	0	142	218	677
% 4+ Axle Trucks	0	8.1	40.9	9.3	0	0	0	0	0	16.8	19.1	17.4	29.1	0	15.8	18.8	14.7

	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	224	**18**	242	0	0	0	0	0	147	63	210	34	0	93	127	579
07:15 AM	0	221	14	235	0	0	0	0	0	142	53	195	**44**	0	118	**162**	592
07:30 AM	0	261	10	271	0	0	0	0	0	169	55	224	34	0	**119**	153	648
07:45 AM	0	**275**	9	**284**	0	0	0	0	0	**180**	**70**	**250**	36	0	108	144	**678**
Total Volume	0	981	51	1032	0	0	0	0	0	638	241	879	148	0	438	586	2497
% App. Total	0	95.1	4.9		0	0	0		0	72.6	27.4		25.3	0	74.7		
PHF	.000	.892	.708	.908	.000	.000	.000	.000	.000	.886	.861	.879	.841	.000	.920	.904	.921

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	0	224	**18**	242	0	0	0	0	0	147	63	210	**44**	0	118	162
+15 mins.	0	221	14	235	0	0	0	0	0	142	53	195	34	0	119	153
+30 mins.	0	261	10	271	0	0	0	0	0	169	55	224	36	0	108	144
+45 mins.	0	**275**	9	**284**	0	0	0	0	0	**180**	**70**	**250**	35	0	**147**	**182**
Total Volume	0	981	51	1032	0	0	0	0	0	638	241	879	149	0	492	641
% App. Total	0	95.1	4.9		0	0	0		0	72.6	27.4		23.2	0	76.8	
PHF	.000	.892	.708	.908	.000	.000	.000	.000	.000	.886	.861	.879	.847	.000	.837	.880

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

Groups Printed- Passenger Vehicles

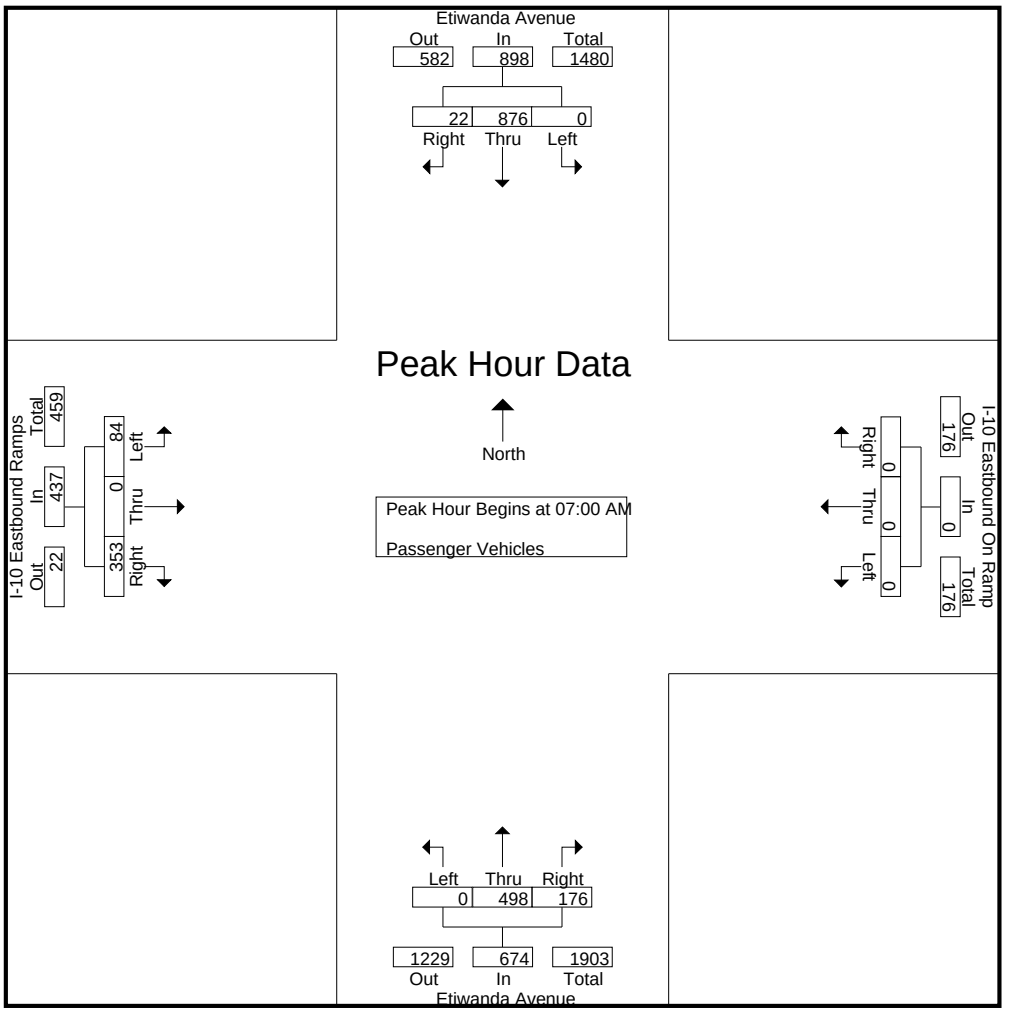
	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	198	10	208	0	0	0	0	0	117	48	165	17	0	72	89	462
07:15 AM	0	202	8	210	0	0	0	0	0	110	37	147	26	0	90	116	473
07:30 AM	0	222	2	224	0	0	0	0	0	137	42	179	17	0	97	114	517
07:45 AM	0	254	2	256	0	0	0	0	0	134	49	183	24	0	94	118	557
Total	0	876	22	898	0	0	0	0	0	498	176	674	84	0	353	437	2009
08:00 AM	0	159	0	159	0	0	0	0	0	102	37	139	21	0	126	147	445
08:15 AM	0	166	2	168	0	0	0	0	0	96	34	130	15	0	92	107	405
08:30 AM	0	134	1	135	0	0	0	0	0	110	34	144	9	0	77	86	365
08:45 AM	0	122	2	124	0	0	0	0	0	102	35	137	11	0	60	71	332
Total	0	581	5	586	0	0	0	0	0	410	140	550	56	0	355	411	1547
Grand Total	0	1457	27	1484	0	0	0	0	0	908	316	1224	140	0	708	848	3556
Apprch %	0	98.2	1.8		0	0	0		0	74.2	25.8		16.5	0	83.5		
Total %	0	41	0.8	41.7	0	0	0	0	0	25.5	8.9	34.4	3.9	0	19.9	23.8	

	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	198	**10**	208	0	0	0	0	0	117	48	165	17	0	72	89	462
07:15 AM	0	202	8	210	0	0	0	0	0	110	37	147	**26**	0	90	116	473
07:30 AM	0	222	2	224	0	0	0	0	0	**137**	42	179	17	0	**97**	114	517
07:45 AM	0	**254**	2	**256**	0	0	0	0	0	134	**49**	**183**	24	0	94	**118**	**557**
Total Volume	0	876	22	898	0	0	0	0	0	498	176	674	84	0	353	437	2009
% App. Total	0	97.6	2.4		0	0	0		0	73.9	26.1		19.2	0	80.8		
PHF	.000	.862	.550	.877	.000	.000	.000	.000	.000	.909	.898	.921	.808	.000	.910	.926	.902

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	198	**10**	208	0	0	0	0	0	117	48	165	17	0	72	89
+15 mins.	0	202	8	210	0	0	0	0	0	110	37	147	**26**	0	90	116
+30 mins.	0	222	2	224	0	0	0	0	0	**137**	42	179	17	0	**97**	114
+45 mins.	0	**254**	2	**256**	0	0	0	0	0	134	**49**	**183**	24	0	94	**118**
Total Volume	0	876	22	898	0	0	0	0	0	498	176	674	84	0	353	437
% App. Total	0	97.6	2.4		0	0	0		0	73.9	26.1		19.2	0	80.8	
PHF	.000	.862	.550	.877	.000	.000	.000	.000	.000	.909	.898	.921	.808	.000	.910	.926

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

Groups Printed- Large 2 Axle Vehicles

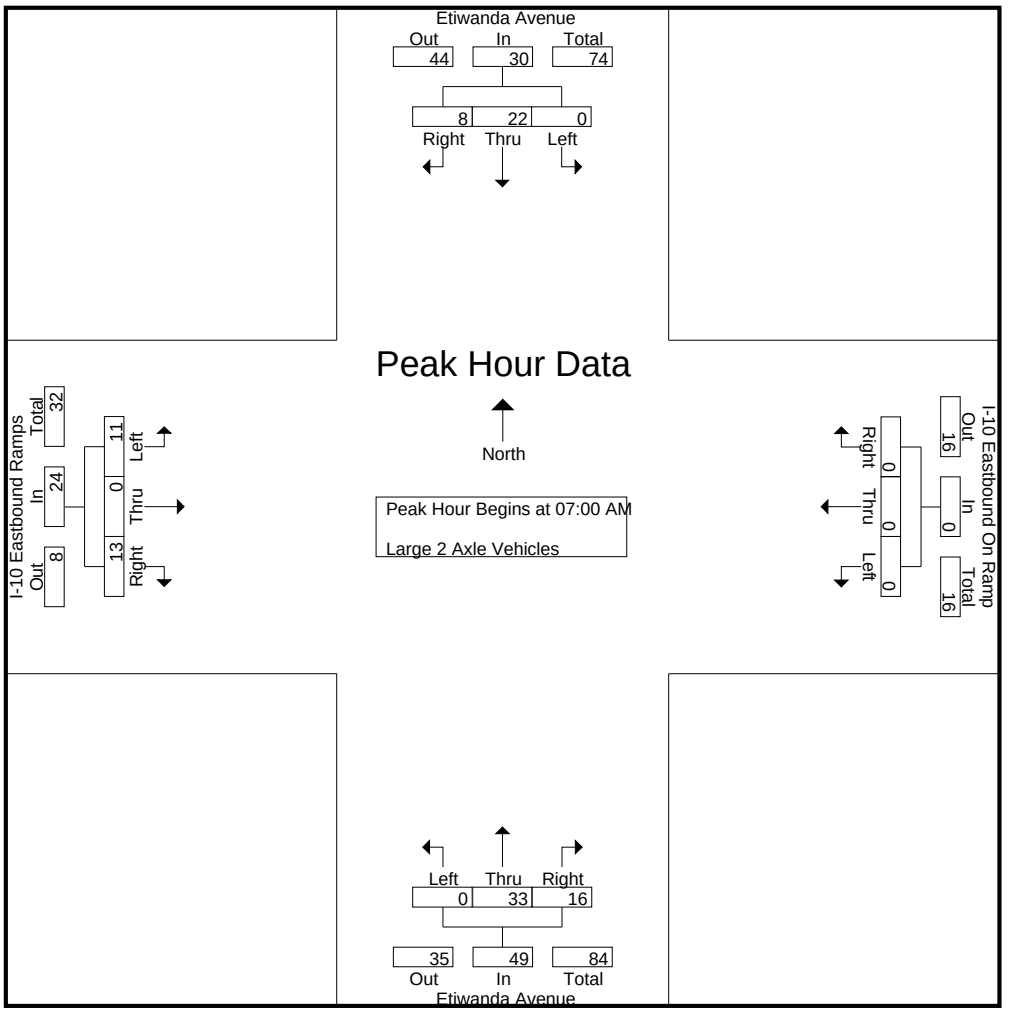
	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	2	8	0	0	0	0	0	8	3	11	5	0	2	7	26
07:15 AM	0	6	2	8	0	0	0	0	0	12	3	15	4	0	3	7	30
07:30 AM	0	6	3	9	0	0	0	0	0	7	2	9	1	0	5	6	24
07:45 AM	0	4	1	5	0	0	0	0	0	6	8	14	1	0	3	4	23
Total	0	22	8	30	0	0	0	0	0	33	16	49	11	0	13	24	103
08:00 AM	0	10	0	10	0	0	0	0	0	7	5	12	4	0	2	6	28
08:15 AM	0	9	0	9	0	0	0	0	0	10	2	12	0	0	6	6	27
08:30 AM	0	2	0	2	0	0	0	0	0	12	5	17	4	0	7	11	30
08:45 AM	0	4	0	4	0	0	0	0	0	17	4	21	1	0	6	7	32
Total	0	25	0	25	0	0	0	0	0	46	16	62	9	0	21	30	117
Grand Total	0	47	8	55	0	0	0	0	0	79	32	111	20	0	34	54	220
Apprch %	0	85.5	14.5		0	0	0		0	71.2	28.8		37	0	63		
Total %	0	21.4	3.6	25	0	0	0	0	0	35.9	14.5	50.5	9.1	0	15.5	24.5	

	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**6**	2	8	0	0	0	0	0	8	3	11	**5**	0	2	**7**	26
07:15 AM	0	6	2	8	0	0	0	0	0	**12**	3	**15**	4	0	3	7	**30**
07:30 AM	0	6	**3**	**9**	0	0	0	0	0	7	2	9	1	0	**5**	6	24
07:45 AM	0	4	1	5	0	0	0	0	0	6	**8**	14	1	0	3	4	23
Total Volume	0	22	8	30	0	0	0	0	0	33	16	49	11	0	13	24	103
% App. Total	0	73.3	26.7		0	0	0		0	67.3	32.7		45.8	0	54.2		
PHF	.000	.917	.667	.833	.000	.000	.000	.000	.000	.688	.500	.817	.550	.000	.650	.857	.858

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**6**	2	8	0	0	0	0	0	8	3	11	**5**	0	2	**7**
+15 mins.	0	6	2	8	0	0	0	0	0	**12**	3	**15**	4	0	3	7
+30 mins.	0	6	**3**	**9**	0	0	0	0	0	7	2	9	1	0	**5**	6
+45 mins.	0	4	1	5	0	0	0	0	0	6	**8**	14	1	0	3	4
Total Volume	0	22	8	30	0	0	0	0	0	33	16	49	11	0	13	24
% App. Total	0	73.3	26.7		0	0	0		0	67.3	32.7		45.8	0	54.2	
PHF	.000	.917	.667	.833	.000	.000	.000	.000	.000	.688	.500	.817	.550	.000	.650	.857

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

Groups Printed- 3 Axle Vehicles

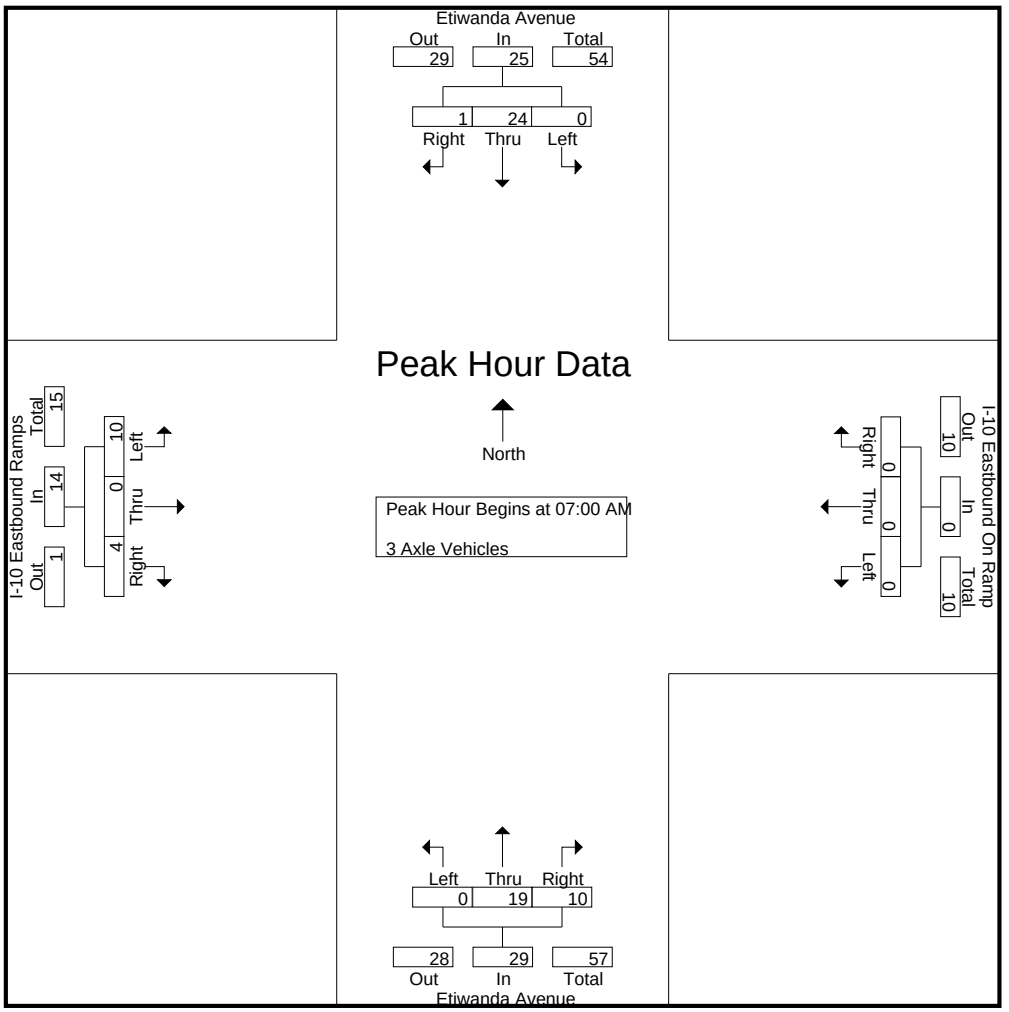
	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	5	0	5	0	0	0	0	0	5	4	9	4	0	0	4	18
07:15 AM	0	3	1	4	0	0	0	0	0	5	3	8	0	0	1	1	13
07:30 AM	0	8	0	8	0	0	0	0	0	2	3	5	2	0	2	4	17
07:45 AM	0	8	0	8	0	0	0	0	0	7	0	7	4	0	1	5	20
Total	0	24	1	25	0	0	0	0	0	19	10	29	10	0	4	14	68
08:00 AM	0	7	0	7	0	0	0	0	0	5	3	8	6	0	2	8	23
08:15 AM	0	11	1	12	0	0	0	0	0	5	3	8	3	0	2	5	25
08:30 AM	0	6	1	7	0	0	0	0	0	5	1	6	3	0	2	5	18
08:45 AM	0	5	1	6	0	0	0	0	0	12	3	15	3	0	3	6	27
Total	0	29	3	32	0	0	0	0	0	27	10	37	15	0	9	24	93
Grand Total	0	53	4	57	0	0	0	0	0	46	20	66	25	0	13	38	161
Apprch %	0	93	7		0	0	0		0	69.7	30.3		65.8	0	34.2		
Total %	0	32.9	2.5	35.4	0	0	0	0	0	28.6	12.4	41	15.5	0	8.1	23.6	

	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	5	0	5	0	0	0	0	0	5	**4**	**9**	**4**	0	0	4	18
07:15 AM	0	3	**1**	4	0	0	0	0	0	5	3	8	0	0	1	1	13
07:30 AM	0	**8**	0	**8**	0	0	0	0	0	2	3	5	2	0	**2**	4	17
07:45 AM	0	8	0	8	0	0	0	0	0	**7**	0	7	4	0	1	**5**	**20**
Total Volume	0	24	1	25	0	0	0	0	0	19	10	29	10	0	4	14	68
% App. Total	0	96	4		0	0	0		0	65.5	34.5		71.4	0	28.6		
PHF	.000	.750	.250	.781	.000	.000	.000	.000	.000	.679	.625	.806	.625	.000	.500	.700	.850

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	5	0	5	0	0	0	0	0	5	**4**	**9**	**4**	0	0	4
+15 mins.	0	3	**1**	4	0	0	0	0	0	5	3	8	0	0	1	1
+30 mins.	0	**8**	0	**8**	0	0	0	0	0	2	3	5	2	0	**2**	4
+45 mins.	0	8	0	8	0	0	0	0	0	**7**	0	7	4	0	1	**5**
Total Volume	0	24	1	25	0	0	0	0	0	19	10	29	10	0	4	14
% App. Total	0	96	4		0	0	0		0	65.5	34.5		71.4	0	28.6	
PHF	.000	.750	.250	.781	.000	.000	.000	.000	.000	.679	.625	.806	.625	.000	.500	.700

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

Groups Printed- 4+ Axle Trucks

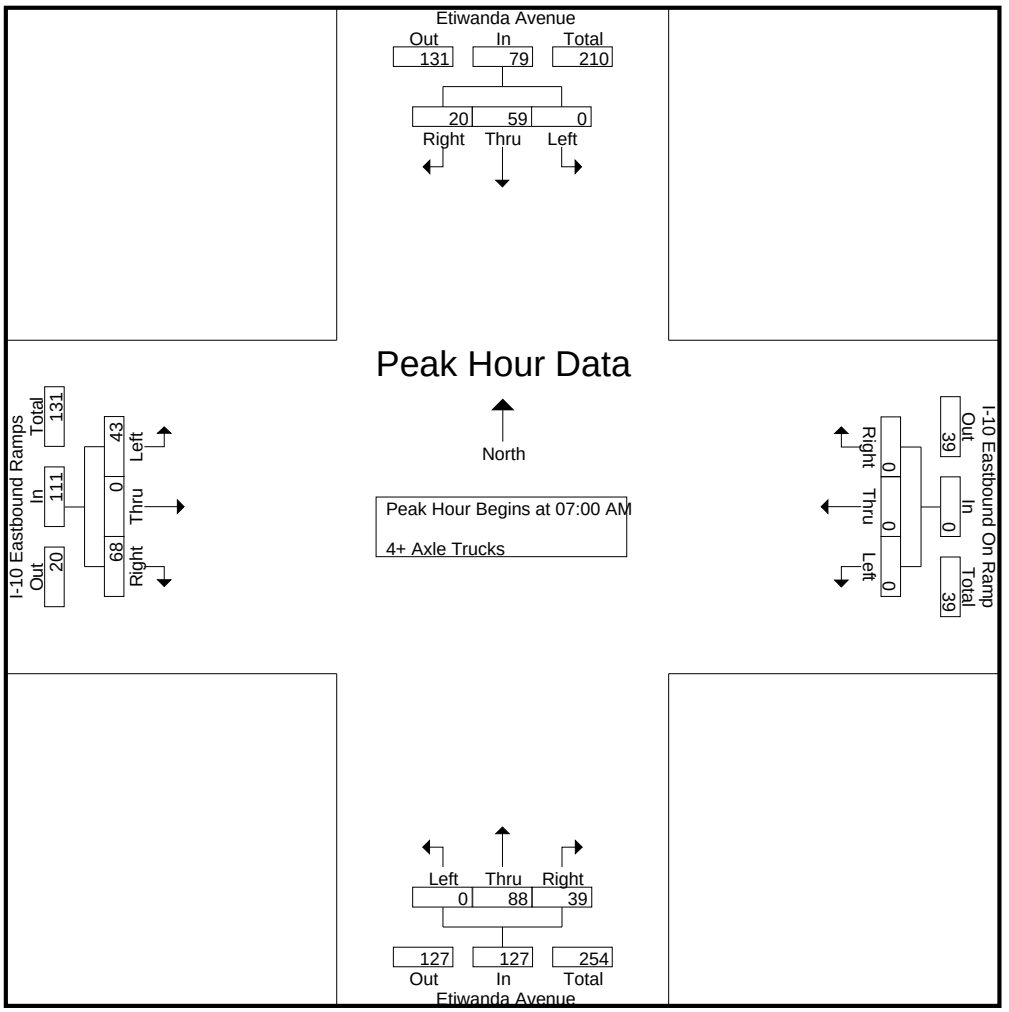
	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	15	6	21	0	0	0	0	0	17	8	25	8	0	19	27	73
07:15 AM	0	10	3	13	0	0	0	0	0	15	10	25	14	0	24	38	76
07:30 AM	0	25	5	30	0	0	0	0	0	23	8	31	14	0	15	29	90
07:45 AM	0	9	6	15	0	0	0	0	0	33	13	46	7	0	10	17	78
Total	0	59	20	79	0	0	0	0	0	88	39	127	43	0	68	111	317
08:00 AM	0	20	1	21	0	0	0	0	0	26	4	30	4	0	17	21	72
08:15 AM	0	14	0	14	0	0	0	0	0	32	14	46	7	0	19	26	86
08:30 AM	0	20	2	22	0	0	0	0	0	26	15	41	10	0	15	25	88
08:45 AM	0	24	4	28	0	0	0	0	0	36	15	51	12	0	23	35	114
Total	0	78	7	85	0	0	0	0	0	120	48	168	33	0	74	107	360
Grand Total	0	137	27	164	0	0	0	0	0	208	87	295	76	0	142	218	677
Apprch %	0	83.5	16.5		0	0	0		0	70.5	29.5		34.9	0	65.1		
Total %	0	20.2	4	24.2	0	0	0	0	0	30.7	12.9	43.6	11.2	0	21	32.2	

	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	15	**6**	21	0	0	0	0	0	17	8	25	8	0	19	27	73
07:15 AM	0	10	3	13	0	0	0	0	0	15	10	25	**14**	0	**24**	**38**	76
07:30 AM	0	**25**	5	**30**	0	0	0	0	0	23	8	31	14	0	15	29	**90**
07:45 AM	0	9	6	15	0	0	0	0	0	**33**	**13**	**46**	7	0	10	17	78
Total Volume	0	59	20	79	0	0	0	0	0	88	39	127	43	0	68	111	317
% App. Total	0	74.7	25.3		0	0	0		0	69.3	30.7		38.7	0	61.3		
PHF	.000	.590	.833	.658	.000	.000	.000	.000	.000	.667	.750	.690	.768	.000	.708	.730	.881

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	15	**6**	21	0	0	0	0	0	17	8	25	8	0	19	27
+15 mins.	0	10	3	13	0	0	0	0	0	15	10	25	**14**	0	**24**	**38**
+30 mins.	0	**25**	5	**30**	0	0	0	0	0	23	8	31	14	0	15	29
+45 mins.	0	9	6	15	0	0	0	0	0	**33**	**13**	**46**	7	0	10	17
Total Volume	0	59	20	79	0	0	0	0	0	88	39	127	43	0	68	111
% App. Total	0	74.7	25.3		0	0	0		0	69.3	30.7		38.7	0	61.3	
PHF	.000	.590	.833	.658	.000	.000	.000	.000	.000	.667	.750	.690	.768	.000	.708	.730

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

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

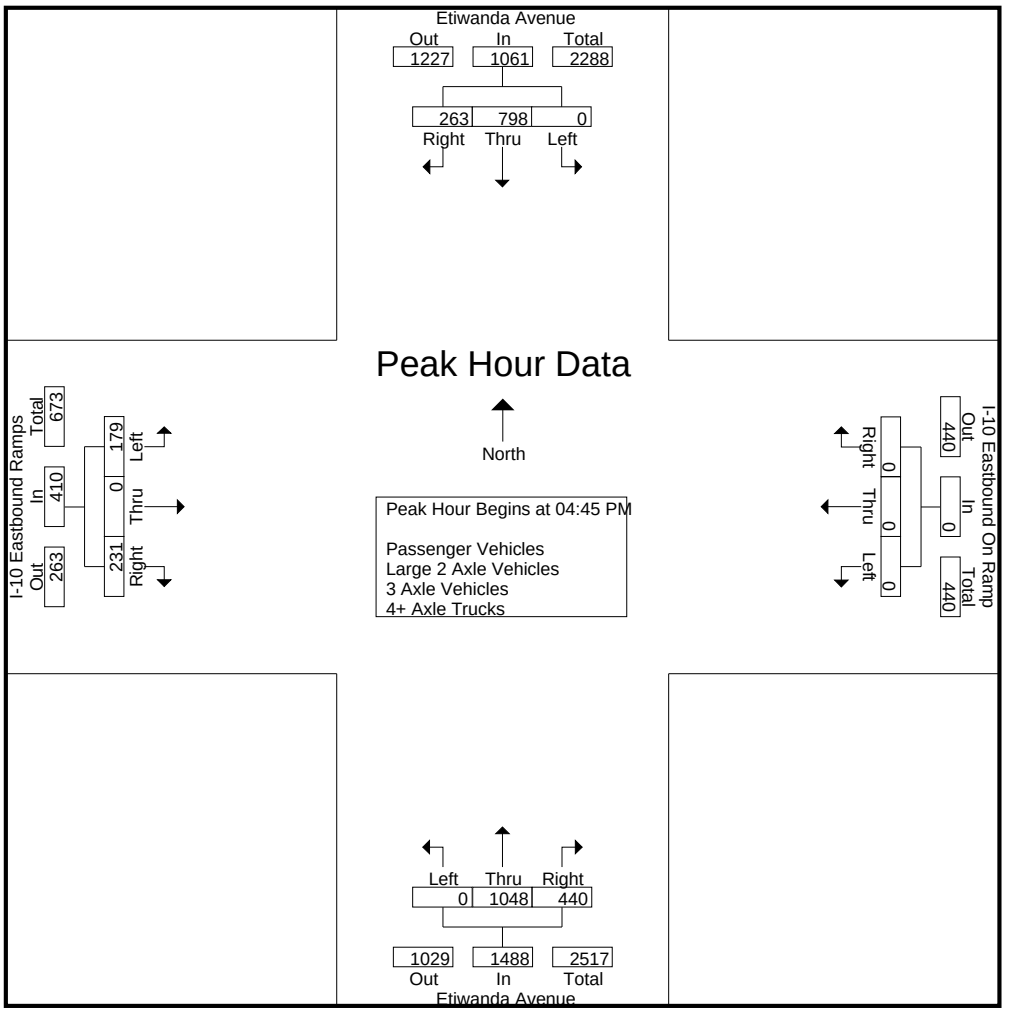
	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	199	57	256	0	0	0	0	0	254	114	368	49	0	72	121	745
04:15 PM	0	191	49	240	0	0	0	0	0	243	120	363	53	0	84	137	740
04:30 PM	0	189	51	240	0	0	0	0	0	259	114	373	41	0	46	87	700
04:45 PM	0	186	63	249	0	0	0	0	0	276	120	396	39	0	64	103	748
Total	0	765	220	985	0	0	0	0	0	1032	468	1500	182	0	266	448	2933
05:00 PM	0	196	67	263	0	0	0	0	0	253	116	369	38	0	41	79	711
05:15 PM	0	206	71	277	0	0	0	0	0	256	112	368	46	0	48	94	739
05:30 PM	0	210	62	272	0	0	0	0	0	263	92	355	56	0	78	134	761
05:45 PM	0	158	62	220	0	0	0	0	0	227	99	326	48	0	62	110	656
Total	0	770	262	1032	0	0	0	0	0	999	419	1418	188	0	229	417	2867
Grand Total	0	1535	482	2017	0	0	0	0	0	2031	887	2918	370	0	495	865	5800
Apprch %	0	76.1	23.9		0	0	0		0	69.6	30.4		42.8	0	57.2		
Total %	0	26.5	8.3	34.8	0	0	0	0	0	35	15.3	50.3	6.4	0	8.5	14.9	
Passenger Vehicles	0	1297	434	1731	0	0	0	0	0	1818	765	2583	291	0	361	652	4966
% Passenger Vehicles	0	84.5	90	85.8	0	0	0	0	0	89.5	86.2	88.5	78.6	0	72.9	75.4	85.6
Large 2 Axle Vehicles	0	54	11	65	0	0	0	0	0	32	19	51	14	0	23	37	153
% Large 2 Axle Vehicles	0	3.5	2.3	3.2	0	0	0	0	0	1.6	2.1	1.7	3.8	0	4.6	4.3	2.6
3 Axle Vehicles	0	52	9	61	0	0	0	0	0	34	30	64	6	0	18	24	149
% 3 Axle Vehicles	0	3.4	1.9	3	0	0	0	0	0	1.7	3.4	2.2	1.6	0	3.6	2.8	2.6
4+ Axle Trucks	0	132	28	160	0	0	0	0	0	147	73	220	59	0	93	152	532
% 4+ Axle Trucks	0	8.6	5.8	7.9	0	0	0	0	0	7.2	8.2	7.5	15.9	0	18.8	17.6	9.2

	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	186	63	249	0	0	0	0	0	**276**	**120**	**396**	39	0	64	103	748
05:00 PM	0	196	67	263	0	0	0	0	0	253	116	369	38	0	41	79	711
05:15 PM	0	206	**71**	**277**	0	0	0	0	0	256	112	368	46	0	48	94	739
05:30 PM	0	**210**	62	272	0	0	0	0	0	263	92	355	**56**	0	**78**	**134**	**761**
Total Volume	0	798	263	1061	0	0	0	0	0	1048	440	1488	179	0	231	410	2959
% App. Total	0	75.2	24.8		0	0	0		0	70.4	29.6		43.7	0	56.3		
PHF	.000	.950	.926	.958	.000	.000	.000	.000	.000	.949	.917	.939	.799	.000	.740	.765	.972

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	04:45 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	0	186	63	249	0	0	0	0	0	259	114	373	49	0	72	121
+15 mins.	0	196	67	263	0	0	0	0	0	**276**	**120**	**396**	**53**	0	**84**	**137**
+30 mins.	0	206	**71**	**277**	0	0	0	0	0	253	116	369	41	0	46	87
+45 mins.	0	**210**	62	272	0	0	0	0	0	256	112	368	39	0	64	103
Total Volume	0	798	263	1061	0	0	0	0	0	1044	462	1506	182	0	266	448
% App. Total	0	75.2	24.8		0	0	0		0	69.3	30.7		40.6	0	59.4	
PHF	.000	.950	.926	.958	.000	.000	.000	.000	.000	.946	.963	.951	.858	.000	.792	.818

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

Groups Printed- Passenger Vehicles

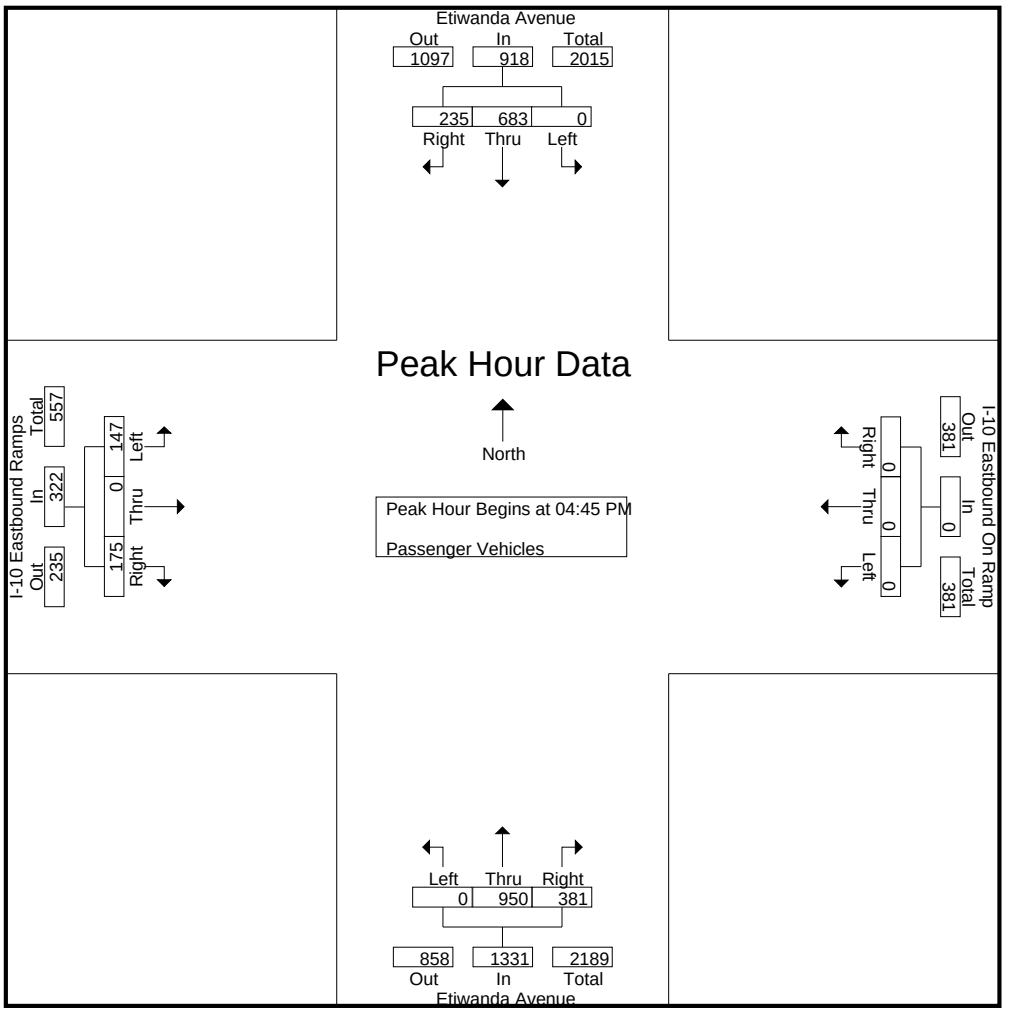
	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	162	52	214	0	0	0	0	0	212	93	305	38	0	45	83	602
04:15 PM	0	160	47	207	0	0	0	0	0	214	108	322	37	0	59	96	625
04:30 PM	0	155	44	199	0	0	0	0	0	234	105	339	33	0	38	71	609
04:45 PM	0	164	52	216	0	0	0	0	0	249	105	354	30	0	38	68	638
Total	0	641	195	836	0	0	0	0	0	909	411	1320	138	0	180	318	2474
05:00 PM	0	165	59	224	0	0	0	0	0	227	101	328	28	0	36	64	616
05:15 PM	0	173	66	239	0	0	0	0	0	233	97	330	39	0	39	78	647
05:30 PM	0	181	58	239	0	0	0	0	0	241	78	319	50	0	62	112	670
05:45 PM	0	137	56	193	0	0	0	0	0	208	78	286	36	0	44	80	559
Total	0	656	239	895	0	0	0	0	0	909	354	1263	153	0	181	334	2492
Grand Total	0	1297	434	1731	0	0	0	0	0	1818	765	2583	291	0	361	652	4966
Apprch %	0	74.9	25.1		0	0	0		0	70.4	29.6		44.6	0	55.4		
Total %	0	26.1	8.7	34.9	0	0	0	0	0	36.6	15.4	52	5.9	0	7.3	13.1	

	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	164	52	216	0	0	0	0	0	**249**	**105**	**354**	30	0	38	68	638
05:00 PM	0	165	59	224	0	0	0	0	0	227	101	328	28	0	36	64	616
05:15 PM	0	173	**66**	**239**	0	0	0	0	0	233	97	330	39	0	39	78	647
05:30 PM	0	**181**	58	239	0	0	0	0	0	241	78	319	**50**	0	**62**	**112**	**670**
Total Volume	0	683	235	918	0	0	0	0	0	950	381	1331	147	0	175	322	2571
% App. Total	0	74.4	25.6		0	0	0		0	71.4	28.6		45.7	0	54.3		
PHF	.000	.943	.890	.960	.000	.000	.000	.000	.000	.954	.907	.940	.735	.000	.706	.719	.959

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	164	52	216	0	0	0	0	0	**249**	**105**	**354**	30	0	38	68
+15 mins.	0	165	59	224	0	0	0	0	0	227	101	328	28	0	36	64
+30 mins.	0	173	**66**	**239**	0	0	0	0	0	233	97	330	39	0	39	78
+45 mins.	0	**181**	58	239	0	0	0	0	0	241	78	319	**50**	0	**62**	**112**
Total Volume	0	683	235	918	0	0	0	0	0	950	381	1331	147	0	175	322
% App. Total	0	74.4	25.6		0	0	0		0	71.4	28.6		45.7	0	54.3	
PHF	.000	.943	.890	.960	.000	.000	.000	.000	.000	.954	.907	.940	.735	.000	.706	.719

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

Groups Printed- Large 2 Axle Vehicles

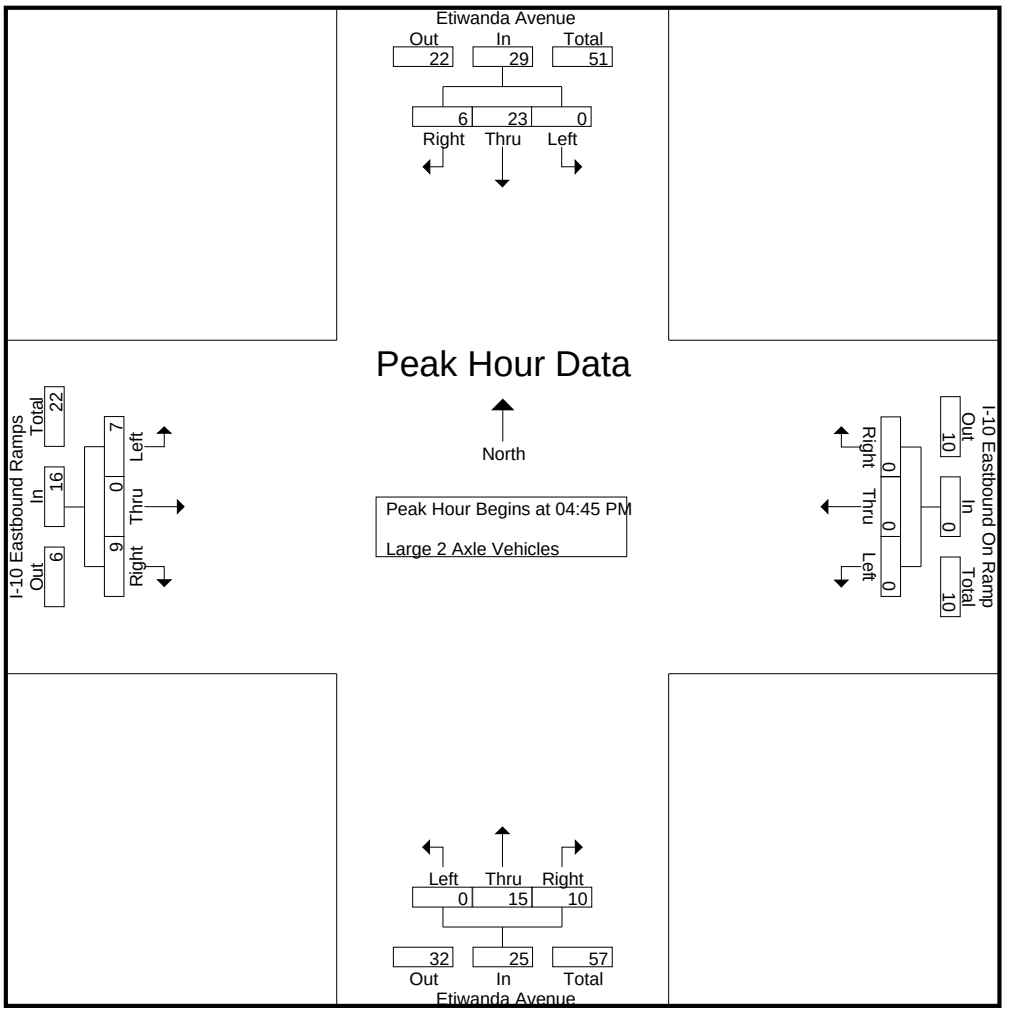
	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	8	2	10	0	0	0	0	0	7	2	9	1	0	3	4	23
04:15 PM	0	12	1	13	0	0	0	0	0	5	1	6	4	0	6	10	29
04:30 PM	0	5	1	6	0	0	0	0	0	2	2	4	1	0	1	2	12
04:45 PM	0	4	3	7	0	0	0	0	0	5	4	9	2	0	5	7	23
Total	0	29	7	36	0	0	0	0	0	19	9	28	8	0	15	23	87
05:00 PM	0	9	1	10	0	0	0	0	0	4	2	6	1	0	1	2	18
05:15 PM	0	7	2	9	0	0	0	0	0	2	3	5	3	0	1	4	18
05:30 PM	0	3	0	3	0	0	0	0	0	4	1	5	1	0	2	3	11
05:45 PM	0	6	1	7	0	0	0	0	0	3	4	7	1	0	4	5	19
Total	0	25	4	29	0	0	0	0	0	13	10	23	6	0	8	14	66
Grand Total	0	54	11	65	0	0	0	0	0	32	19	51	14	0	23	37	153
Apprch %	0	83.1	16.9		0	0	0		0	62.7	37.3		37.8	0	62.2		
Total %	0	35.3	7.2	42.5	0	0	0	0	0	20.9	12.4	33.3	9.2	0	15	24.2	

	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	4	**3**	7	0	0	0	0	0	**5**	**4**	**9**	2	0	**5**	**7**	**23**
05:00 PM	0	**9**	1	**10**	0	0	0	0	0	4	2	6	1	0	1	2	18
05:15 PM	0	7	2	9	0	0	0	0	0	2	3	5	**3**	0	1	4	18
05:30 PM	0	3	0	3	0	0	0	0	0	4	1	5	1	0	2	3	11
Total Volume	0	23	6	29	0	0	0	0	0	15	10	25	7	0	9	16	70
% App. Total	0	79.3	20.7		0	0	0		0	60	40		43.8	0	56.2		
PHF	.000	.639	.500	.725	.000	.000	.000	.000	.000	.750	.625	.694	.583	.000	.450	.571	.761

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	4	**3**	7	0	0	0	0	0	**5**	**4**	**9**	2	0	**5**	**7**
+15 mins.	0	**9**	1	**10**	0	0	0	0	0	4	2	6	1	0	1	2
+30 mins.	0	7	2	9	0	0	0	0	0	2	3	5	**3**	0	1	4
+45 mins.	0	3	0	3	0	0	0	0	0	4	1	5	1	0	2	3
Total Volume	0	23	6	29	0	0	0	0	0	15	10	25	7	0	9	16
% App. Total	0	79.3	20.7		0	0	0		0	60	40		43.8	0	56.2	
PHF	.000	.639	.500	.725	.000	.000	.000	.000	.000	.750	.625	.694	.583	.000	.450	.571

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

Groups Printed- 3 Axle Vehicles

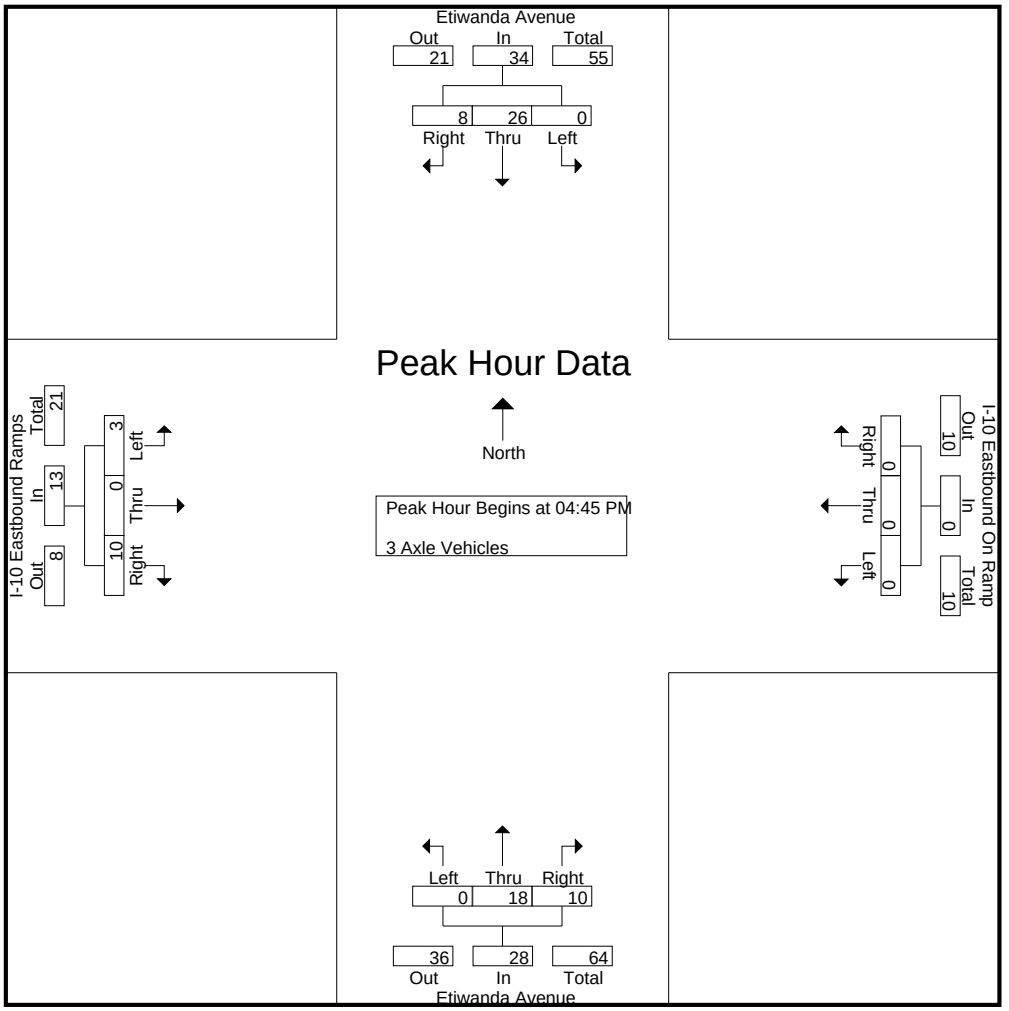
	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	7	1	8	0	0	0	0	0	6	10	16	0	0	2	2	26
04:15 PM	0	6	0	6	0	0	0	0	0	7	3	10	3	0	2	5	21
04:30 PM	0	9	0	9	0	0	0	0	0	2	1	3	0	0	0	0	12
04:45 PM	0	3	3	6	0	0	0	0	0	7	4	11	2	0	4	6	23
Total	0	25	4	29	0	0	0	0	0	22	18	40	5	0	8	13	82
05:00 PM	0	8	2	10	0	0	0	0	0	5	2	7	0	0	2	2	19
05:15 PM	0	6	2	8	0	0	0	0	0	4	1	5	0	0	3	3	16
05:30 PM	0	9	1	10	0	0	0	0	0	2	3	5	1	0	1	2	17
05:45 PM	0	4	0	4	0	0	0	0	0	1	6	7	0	0	4	4	15
Total	0	27	5	32	0	0	0	0	0	12	12	24	1	0	10	11	67
Grand Total	0	52	9	61	0	0	0	0	0	34	30	64	6	0	18	24	149
Apprch %	0	85.2	14.8		0	0	0		0	53.1	46.9		25	0	75		
Total %	0	34.9	6	40.9	0	0	0	0	0	22.8	20.1	43	4	0	12.1	16.1	

	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	3	**3**	6	0	0	0	0	0	**7**	**4**	**11**	**2**	0	**4**	**6**	**23**
05:00 PM	0	8	2	**10**	0	0	0	0	0	5	2	7	0	0	2	2	19
05:15 PM	0	6	2	8	0	0	0	0	0	4	1	5	0	0	3	3	16
05:30 PM	0	**9**	1	10	0	0	0	0	0	2	3	5	1	0	1	2	17
Total Volume	0	26	8	34	0	0	0	0	0	18	10	28	3	0	10	13	75
% App. Total	0	76.5	23.5		0	0	0		0	64.3	35.7		23.1	0	76.9		
PHF	.000	.722	.667	.850	.000	.000	.000	.000	.000	.643	.625	.636	.375	.000	.625	.542	.815

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	3	**3**	6	0	0	0	0	0	**7**	**4**	**11**	**2**	0	**4**	**6**
+15 mins.	0	8	2	**10**	0	0	0	0	0	5	2	7	0	0	2	2
+30 mins.	0	6	2	8	0	0	0	0	0	4	1	5	0	0	3	3
+45 mins.	0	**9**	1	10	0	0	0	0	0	2	3	5	1	0	1	2
Total Volume	0	26	8	34	0	0	0	0	0	18	10	28	3	0	10	13
% App. Total	0	76.5	23.5		0	0	0		0	64.3	35.7		23.1	0	76.9	
PHF	.000	.722	.667	.850	.000	.000	.000	.000	.000	.643	.625	.636	.375	.000	.625	.542

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

Groups Printed- 4+ Axle Trucks

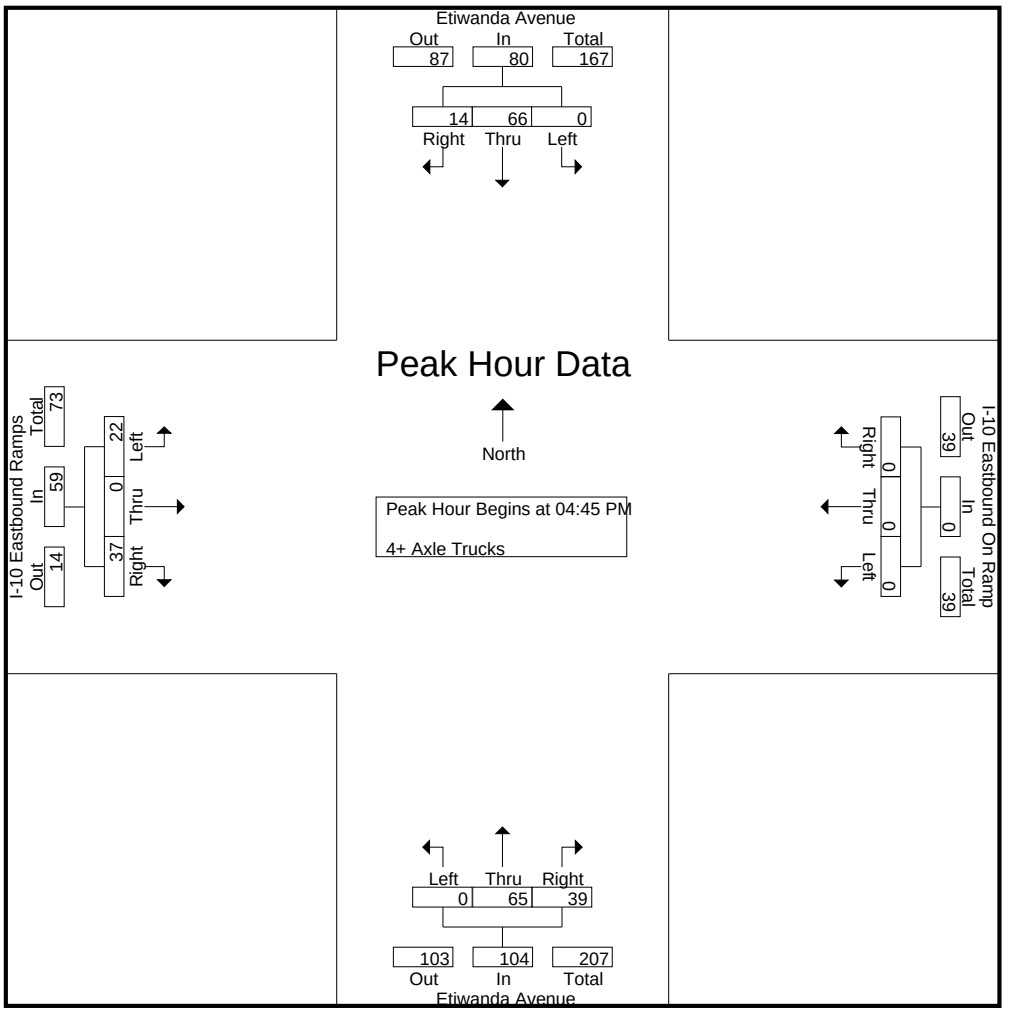
	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	22	2	24	0	0	0	0	0	29	9	38	10	0	22	32	94
04:15 PM	0	13	1	14	0	0	0	0	0	17	8	25	9	0	17	26	65
04:30 PM	0	20	6	26	0	0	0	0	0	21	6	27	7	0	7	14	67
04:45 PM	0	15	5	20	0	0	0	0	0	15	7	22	5	0	17	22	64
Total	0	70	14	84	0	0	0	0	0	82	30	112	31	0	63	94	290
05:00 PM	0	14	5	19	0	0	0	0	0	17	11	28	9	0	2	11	58
05:15 PM	0	20	1	21	0	0	0	0	0	17	11	28	4	0	5	9	58
05:30 PM	0	17	3	20	0	0	0	0	0	16	10	26	4	0	13	17	63
05:45 PM	0	11	5	16	0	0	0	0	0	15	11	26	11	0	10	21	63
Total	0	62	14	76	0	0	0	0	0	65	43	108	28	0	30	58	242
Grand Total	0	132	28	160	0	0	0	0	0	147	73	220	59	0	93	152	532
Apprch %	0	82.5	17.5		0	0	0		0	66.8	33.2		38.8	0	61.2		
Total %	0	24.8	5.3	30.1	0	0	0	0	0	27.6	13.7	41.4	11.1	0	17.5	28.6	

	Etiwanda Avenue Southbound				I-10 Eastbound On Ramp Westbound				Etiwanda Avenue Northbound				I-10 Eastbound Ramps Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	15	**5**	20	0	0	0	0	0	15	7	22	5	0	**17**	**22**	**64**
05:00 PM	0	14	5	19	0	0	0	0	0	**17**	**11**	**28**	**9**	0	2	11	58
05:15 PM	0	**20**	1	**21**	0	0	0	0	0	17	11	28	4	0	5	9	58
05:30 PM	0	17	3	20	0	0	0	0	0	16	10	26	4	0	13	17	63
Total Volume	0	66	14	80	0	0	0	0	0	65	39	104	22	0	37	59	243
% App. Total	0	82.5	17.5		0	0	0		0	62.5	37.5		37.3	0	62.7		
PHF	.000	.825	.700	.952	.000	.000	.000	.000	.000	.956	.886	.929	.611	.000	.544	.670	.949

Counts Unlimited
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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Eastbound Ramps
Weather: Clear

File Name : 07_ONTET10EPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	15	**5**	20	0	0	0	0	0	15	7	22	5	0	**17**	**22**
+15 mins.	0	14	5	19	0	0	0	0	0	**17**	**11**	**28**	**9**	0	2	11
+30 mins.	0	**20**	1	**21**	0	0	0	0	0	17	11	28	4	0	5	9
+45 mins.	0	17	3	20	0	0	0	0	0	16	10	26	4	0	13	17
Total Volume	0	66	14	80	0	0	0	0	0	65	39	104	22	0	37	59
% App. Total	0	82.5	17.5		0	0	0		0	62.5	37.5		37.3	0	62.7	
PHF	.000	.825	.700	.952	.000	.000	.000	.000	.000	.956	.886	.929	.611	.000	.544	.670

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(951) 268-6268

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WAM
Site Code : 07517314
Start Date : 5/17/2017

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

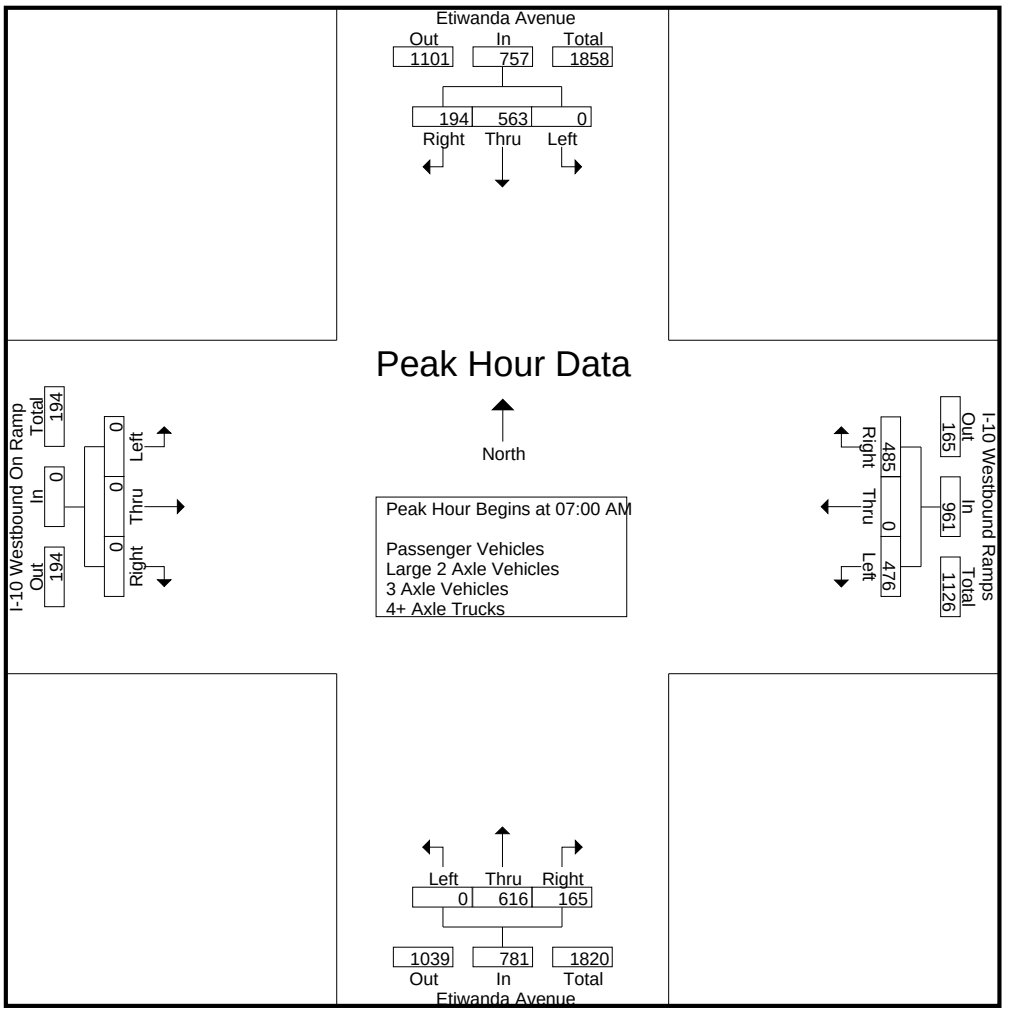
	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	127	44	171	118	0	107	225	0	151	42	193	0	0	0	0	589
07:15 AM	0	122	51	173	122	0	110	232	0	146	30	176	0	0	0	0	581
07:30 AM	0	153	46	199	107	0	128	235	0	173	39	212	0	0	0	0	646
07:45 AM	0	161	53	214	129	0	140	269	0	146	54	200	0	0	0	0	683
Total	0	563	194	757	476	0	485	961	0	616	165	781	0	0	0	0	2499
08:00 AM	0	121	58	179	83	0	105	188	0	131	44	175	0	0	0	0	542
08:15 AM	0	142	65	207	77	0	92	169	0	116	58	174	0	0	0	0	550
08:30 AM	0	108	54	162	68	0	71	139	0	126	60	186	0	0	0	0	487
08:45 AM	0	108	48	156	62	0	92	154	0	124	82	206	0	0	0	0	516
Total	0	479	225	704	290	0	360	650	0	497	244	741	0	0	0	0	2095
Grand Total	0	1042	419	1461	766	0	845	1611	0	1113	409	1522	0	0	0	0	4594
Apprch %	0	71.3	28.7		47.5	0	52.5		0	73.1	26.9		0	0	0		
Total %	0	22.7	9.1	31.8	16.7	0	18.4	35.1	0	24.2	8.9	33.1	0	0	0	0	
Passenger Vehicles	0	831	234	1065	661	0	757	1418	0	845	212	1057	0	0	0	0	3540
% Passenger Vehicles	0	79.8	55.8	72.9	86.3	0	89.6	88	0	75.9	51.8	69.4	0	0	0	0	77.1
Large 2 Axle Vehicles	0	41	23	64	15	0	23	38	0	64	35	99	0	0	0	0	201
% Large 2 Axle Vehicles	0	3.9	5.5	4.4	2	0	2.7	2.4	0	5.8	8.6	6.5	0	0	0	0	4.4
3 Axle Vehicles	0	51	35	86	13	0	11	24	0	59	18	77	0	0	0	0	187
% 3 Axle Vehicles	0	4.9	8.4	5.9	1.7	0	1.3	1.5	0	5.3	4.4	5.1	0	0	0	0	4.1
4+ Axle Trucks	0	119	127	246	77	0	54	131	0	145	144	289	0	0	0	0	666
% 4+ Axle Trucks	0	11.4	30.3	16.8	10.1	0	6.4	8.1	0	13	35.2	19	0	0	0	0	14.5

	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	127	44	171	118	0	107	225	0	151	42	193	0	0	0	0	589
07:15 AM	0	122	51	173	122	0	110	232	0	146	30	176	0	0	0	0	581
07:30 AM	0	153	46	199	107	0	128	235	0	**173**	39	**212**	0	0	0	0	646
07:45 AM	0	**161**	**53**	**214**	**129**	0	**140**	**269**	0	146	**54**	200	0	0	0	0	**683**
Total Volume	0	563	194	757	476	0	485	961	0	616	165	781	0	0	0	0	2499
% App. Total	0	74.4	25.6		49.5	0	50.5		0	78.9	21.1		0	0	0		
PHF	.000	.874	.915	.884	.922	.000	.866	.893	.000	.890	.764	.921	.000	.000	.000	.000	.915

Counts Unlimited
PO Box 1178
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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	07:30 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	153	46	199	118	0	107	225	0	151	42	193	0	0	0	0
+15 mins.	0	**161**	53	**214**	122	0	110	232	0	146	30	176	0	0	0	0
+30 mins.	0	121	58	179	107	0	128	235	0	**173**	39	**212**	0	0	0	0
+45 mins.	0	142	**65**	207	**129**	0	**140**	**269**	0	146	**54**	200	0	0	0	0
Total Volume	0	577	222	799	476	0	485	961	0	616	165	781	0	0	0	0
% App. Total	0	72.2	27.8		49.5	0	50.5		0	78.9	21.1		0	0	0	
PHF	.000	.896	.854	.933	.922	.000	.866	.893	.000	.890	.764	.921	.000	.000	.000	.000

Counts Unlimited
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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

Groups Printed- Passenger Vehicles

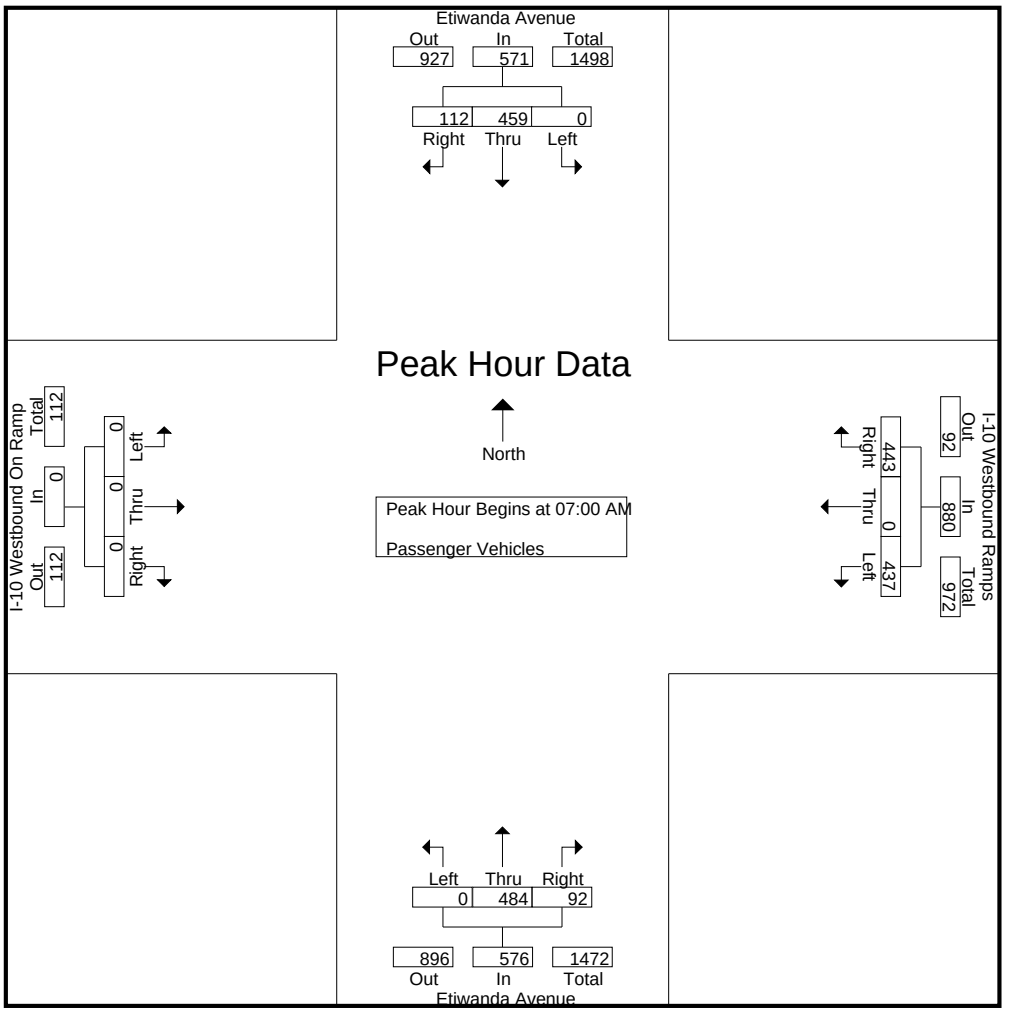
	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	102	23	125	107	0	101	208	0	116	27	143	0	0	0	0	476
07:15 AM	0	101	27	128	115	0	99	214	0	112	19	131	0	0	0	0	473
07:30 AM	0	124	29	153	92	0	116	208	0	137	21	158	0	0	0	0	519
07:45 AM	0	132	33	165	123	0	127	250	0	119	25	144	0	0	0	0	559
Total	0	459	112	571	437	0	443	880	0	484	92	576	0	0	0	0	2027
08:00 AM	0	92	32	124	67	0	98	165	0	104	21	125	0	0	0	0	414
08:15 AM	0	115	42	157	59	0	80	139	0	87	25	112	0	0	0	0	408
08:30 AM	0	84	26	110	54	0	58	112	0	88	36	124	0	0	0	0	346
08:45 AM	0	81	22	103	44	0	78	122	0	82	38	120	0	0	0	0	345
Total	0	372	122	494	224	0	314	538	0	361	120	481	0	0	0	0	1513
Grand Total	0	831	234	1065	661	0	757	1418	0	845	212	1057	0	0	0	0	3540
Apprch %	0	78	22		46.6	0	53.4		0	79.9	20.1		0	0	0		
Total %	0	23.5	6.6	30.1	18.7	0	21.4	40.1	0	23.9	6	29.9	0	0	0	0	

	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	102	23	125	107	0	101	208	0	116	**27**	143	0	0	0	0	476
07:15 AM	0	101	27	128	115	0	99	214	0	112	19	131	0	0	0	0	473
07:30 AM	0	124	29	153	92	0	116	208	0	**137**	21	**158**	0	0	0	0	519
07:45 AM	0	**132**	**33**	**165**	**123**	0	**127**	**250**	0	119	25	144	0	0	0	0	**559**
Total Volume	0	459	112	571	437	0	443	880	0	484	92	576	0	0	0	0	2027
% App. Total	0	80.4	19.6		49.7	0	50.3		0	84	16		0	0	0		
PHF	.000	.869	.848	.865	.888	.000	.872	.880	.000	.883	.852	.911	.000	.000	.000	.000	.907

Counts Unlimited
PO Box 1178
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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	102	23	125	107	0	101	208	0	116	**27**	143	0	0	0	0
+15 mins.	0	101	27	128	115	0	99	214	0	112	19	131	0	0	0	0
+30 mins.	0	124	29	153	92	0	116	208	0	**137**	21	**158**	0	0	0	0
+45 mins.	0	**132**	**33**	**165**	**123**	0	**127**	**250**	0	119	25	144	0	0	0	0
Total Volume	0	459	112	571	437	0	443	880	0	484	92	576	0	0	0	0
% App. Total	0	80.4	19.6		49.7	0	50.3		0	84	16		0	0	0	
PHF	.000	.869	.848	.865	.888	.000	.872	.880	.000	.883	.852	.911	.000	.000	.000	.000

Counts Unlimited
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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

Groups Printed- Large 2 Axle Vehicles

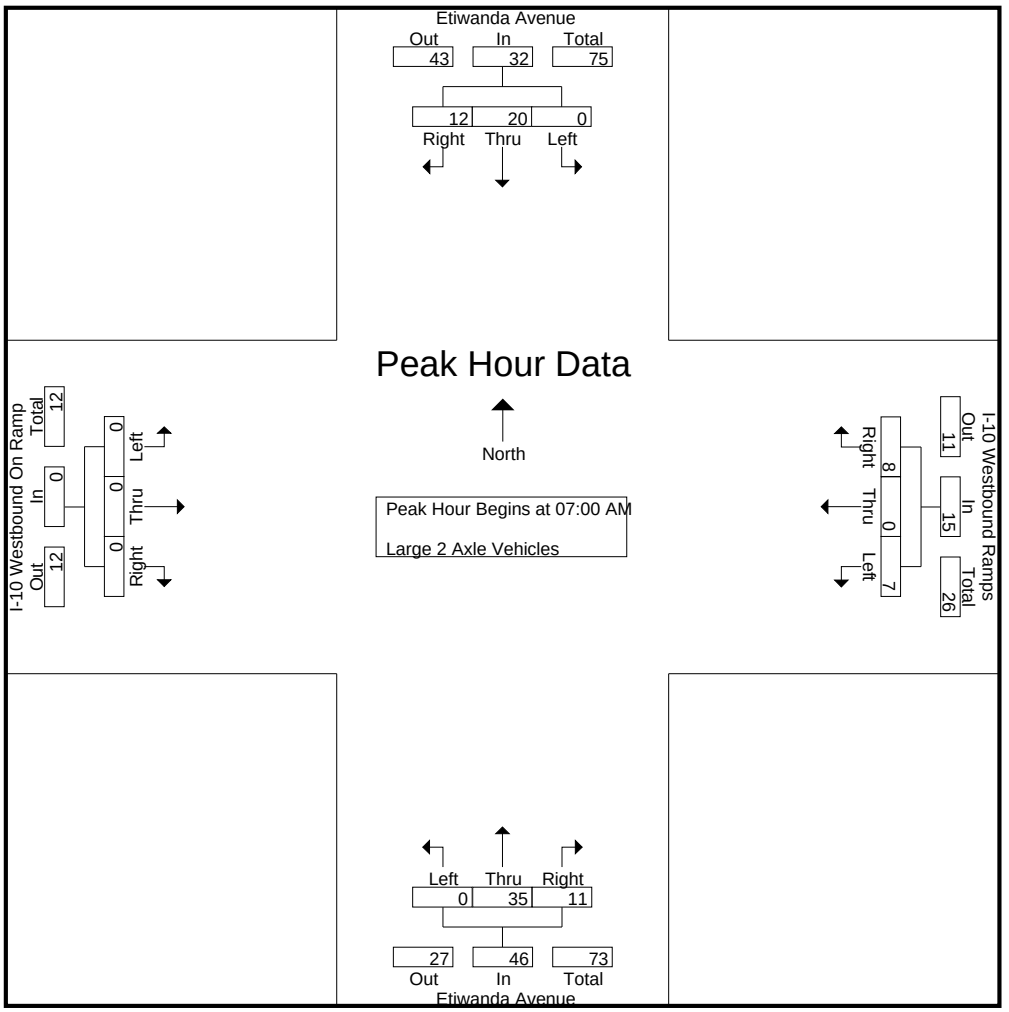
	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	6	2	8	4	0	2	6	0	13	1	14	0	0	0	0	28
07:15 AM	0	5	4	9	1	0	0	1	0	11	4	15	0	0	0	0	25
07:30 AM	0	6	3	9	1	0	2	3	0	8	3	11	0	0	0	0	23
07:45 AM	0	3	3	6	1	0	4	5	0	3	3	6	0	0	0	0	17
Total	0	20	12	32	7	0	8	15	0	35	11	46	0	0	0	0	93
08:00 AM	0	10	3	13	2	0	4	6	0	8	1	9	0	0	0	0	28
08:15 AM	0	6	4	10	5	0	2	7	0	4	6	10	0	0	0	0	27
08:30 AM	0	3	1	4	0	0	5	5	0	10	7	17	0	0	0	0	26
08:45 AM	0	2	3	5	1	0	4	5	0	7	10	17	0	0	0	0	27
Total	0	21	11	32	8	0	15	23	0	29	24	53	0	0	0	0	108
Grand Total	0	41	23	64	15	0	23	38	0	64	35	99	0	0	0	0	201
Apprch %	0	64.1	35.9		39.5	0	60.5		0	64.6	35.4		0	0	0		
Total %	0	20.4	11.4	31.8	7.5	0	11.4	18.9	0	31.8	17.4	49.3	0	0	0	0	

	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	**6**	2	8	**4**	0	2	**6**	0	**13**	1	14	0	0	0	0	**28**
07:15 AM	0	5	**4**	**9**	1	0	0	1	0	11	**4**	**15**	0	0	0	0	25
07:30 AM	0	6	3	9	1	0	2	3	0	8	3	11	0	0	0	0	23
07:45 AM	0	3	3	6	1	0	**4**	5	0	3	3	6	0	0	0	0	17
Total Volume	0	20	12	32	7	0	8	15	0	35	11	46	0	0	0	0	93
% App. Total	0	62.5	37.5		46.7	0	53.3		0	76.1	23.9		0	0	0		
PHF	.000	.833	.750	.889	.438	.000	.500	.625	.000	.673	.688	.767	.000	.000	.000	.000	.830

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	**6**	2	8	**4**	0	2	**6**	0	**13**	1	14	0	0	0	0
+15 mins.	0	5	**4**	**9**	1	0	0	1	0	11	**4**	**15**	0	0	0	0
+30 mins.	0	6	3	9	1	0	2	3	0	8	3	11	0	0	0	0
+45 mins.	0	3	3	6	1	0	**4**	5	0	3	3	6	0	0	0	0
Total Volume	0	20	12	32	7	0	8	15	0	35	11	46	0	0	0	0
% App. Total	0	62.5	37.5		46.7	0	53.3		0	76.1	23.9		0	0	0	
PHF	.000	.833	.750	.889	.438	.000	.500	.625	.000	.673	.688	.767	.000	.000	.000	.000

Counts Unlimited
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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

Groups Printed- 3 Axle Vehicles

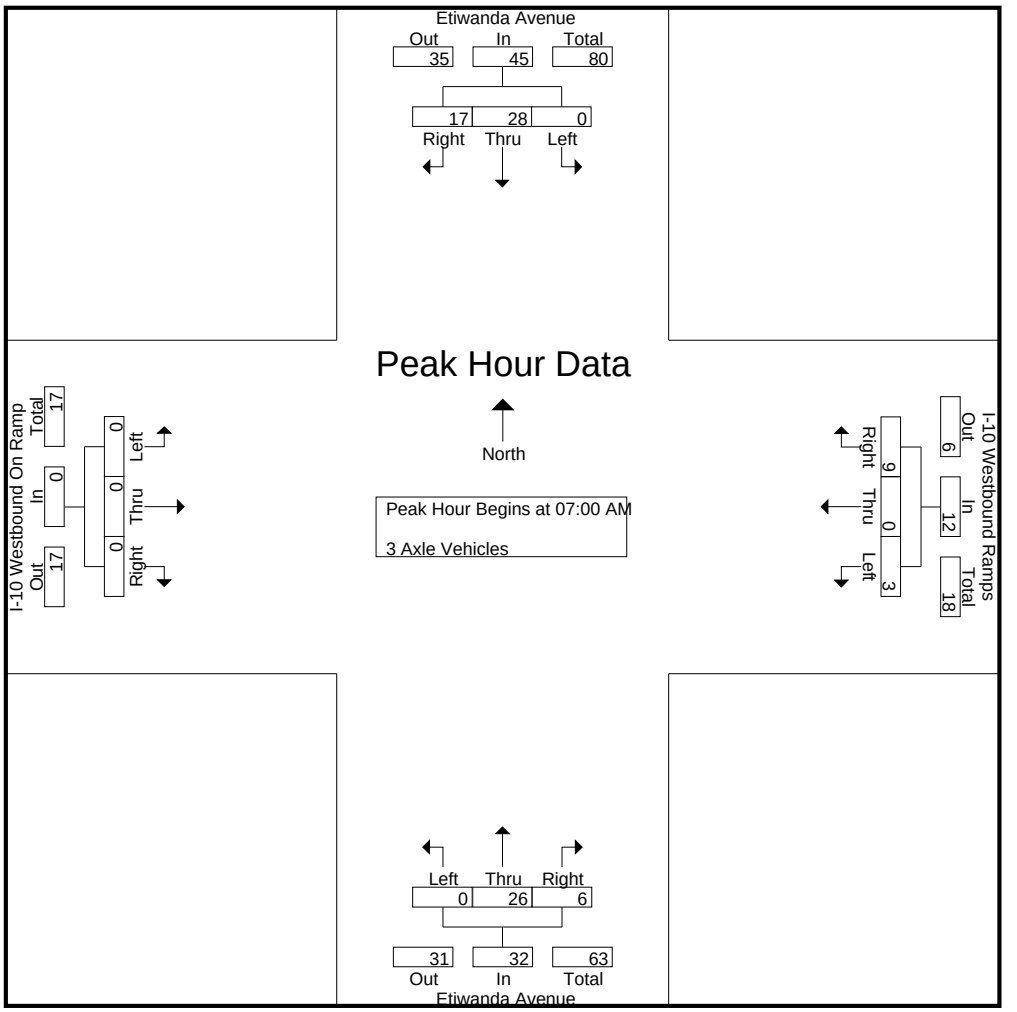
	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	4	7	11	1	0	0	1	0	6	2	8	0	0	0	0	20
07:15 AM	0	4	2	6	0	0	3	3	0	4	1	5	0	0	0	0	14
07:30 AM	0	7	5	12	1	0	5	6	0	7	0	7	0	0	0	0	25
07:45 AM	0	13	3	16	1	0	1	2	0	9	3	12	0	0	0	0	30
Total	0	28	17	45	3	0	9	12	0	26	6	32	0	0	0	0	89
08:00 AM	0	3	6	9	2	0	0	2	0	9	2	11	0	0	0	0	22
08:15 AM	0	8	3	11	4	0	2	6	0	5	2	7	0	0	0	0	24
08:30 AM	0	5	3	8	3	0	0	3	0	8	2	10	0	0	0	0	21
08:45 AM	0	7	6	13	1	0	0	1	0	11	6	17	0	0	0	0	31
Total	0	23	18	41	10	0	2	12	0	33	12	45	0	0	0	0	98
Grand Total	0	51	35	86	13	0	11	24	0	59	18	77	0	0	0	0	187
Apprch %	0	59.3	40.7		54.2	0	45.8		0	76.6	23.4		0	0	0		
Total %	0	27.3	18.7	46	7	0	5.9	12.8	0	31.6	9.6	41.2	0	0	0	0	

	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	4	**7**	11	**1**	0	0	1	0	6	2	8	0	0	0	0	20
07:15 AM	0	4	2	6	0	0	3	3	0	4	1	5	0	0	0	0	14
07:30 AM	0	7	5	12	1	0	**5**	**6**	0	7	0	7	0	0	0	0	25
07:45 AM	0	**13**	3	**16**	1	0	1	2	0	**9**	**3**	**12**	0	0	0	0	**30**
Total Volume	0	28	17	45	3	0	9	12	0	26	6	32	0	0	0	0	89
% App. Total	0	62.2	37.8		25	0	75		0	81.2	18.8		0	0	0		
PHF	.000	.538	.607	.703	.750	.000	.450	.500	.000	.722	.500	.667	.000	.000	.000	.000	.742

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	4	**7**	11	**1**	0	0	1	0	6	2	8	0	0	0	0
+15 mins.	0	4	2	6	0	0	3	3	0	4	1	5	0	0	0	0
+30 mins.	0	7	5	12	1	0	**5**	**6**	0	7	0	7	0	0	0	0
+45 mins.	0	**13**	3	**16**	1	0	1	2	0	**9**	**3**	**12**	0	0	0	0
Total Volume	0	28	17	45	3	0	9	12	0	26	6	32	0	0	0	0
% App. Total	0	62.2	37.8		25	0	75		0	81.2	18.8		0	0	0	
PHF	.000	.538	.607	.703	.750	.000	.450	.500	.000	.722	.500	.667	.000	.000	.000	.000

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(951) 268-6268

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

Groups Printed- 4+ Axle Trucks

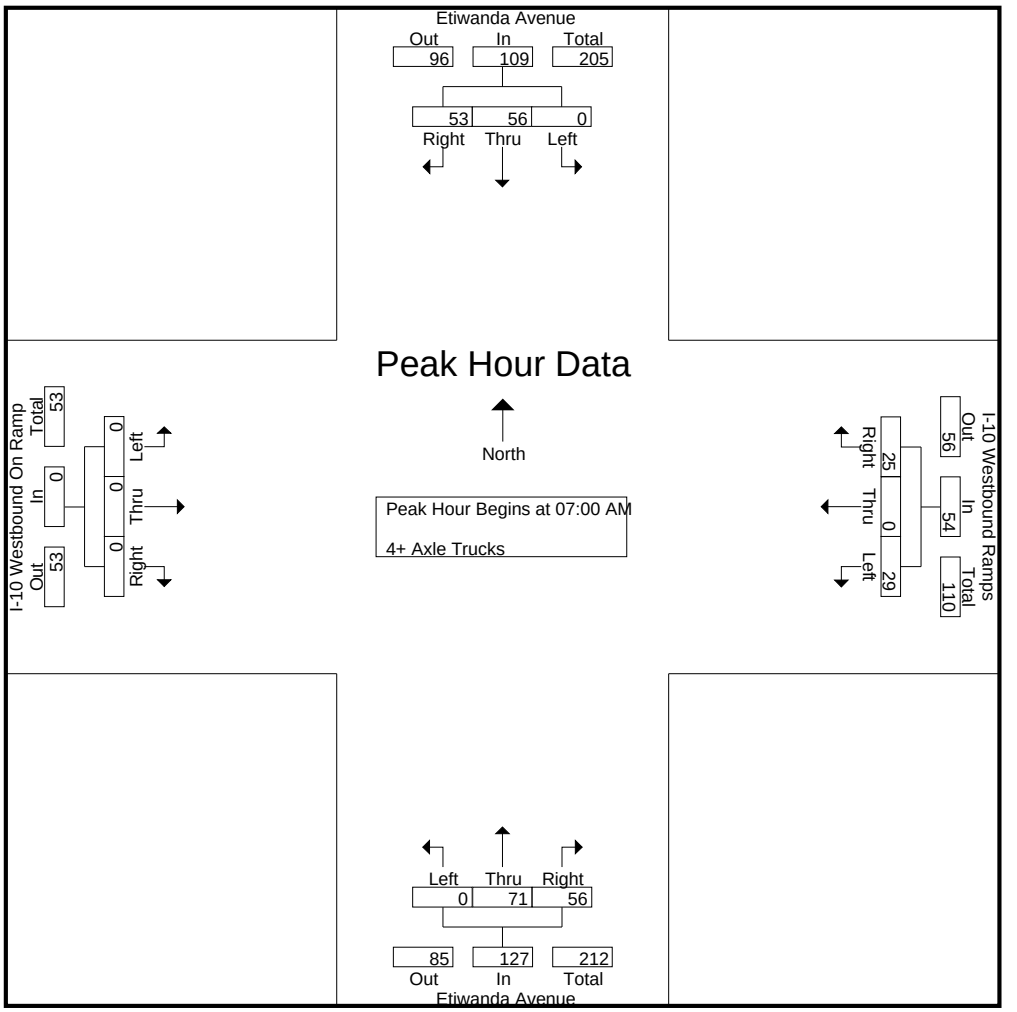
	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	15	12	27	6	0	4	10	0	16	12	28	0	0	0	0	65
07:15 AM	0	12	18	30	6	0	8	14	0	19	6	25	0	0	0	0	69
07:30 AM	0	16	9	25	13	0	5	18	0	21	15	36	0	0	0	0	79
07:45 AM	0	13	14	27	4	0	8	12	0	15	23	38	0	0	0	0	77
Total	0	56	53	109	29	0	25	54	0	71	56	127	0	0	0	0	290
08:00 AM	0	16	17	33	12	0	3	15	0	10	20	30	0	0	0	0	78
08:15 AM	0	13	16	29	9	0	8	17	0	20	25	45	0	0	0	0	91
08:30 AM	0	16	24	40	11	0	8	19	0	20	15	35	0	0	0	0	94
08:45 AM	0	18	17	35	16	0	10	26	0	24	28	52	0	0	0	0	113
Total	0	63	74	137	48	0	29	77	0	74	88	162	0	0	0	0	376
Grand Total	0	119	127	246	77	0	54	131	0	145	144	289	0	0	0	0	666
Apprch %	0	48.4	51.6		58.8	0	41.2		0	50.2	49.8		0	0	0		
Total %	0	17.9	19.1	36.9	11.6	0	8.1	19.7	0	21.8	21.6	43.4	0	0	0	0	

	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	15	12	27	6	0	4	10	0	16	12	28	0	0	0	0	65
07:15 AM	0	12	**18**	**30**	6	0	**8**	14	0	19	6	25	0	0	0	0	69
07:30 AM	0	**16**	9	25	**13**	0	5	**18**	0	**21**	15	36	0	0	0	0	**79**
07:45 AM	0	13	14	27	4	0	8	12	0	15	**23**	**38**	0	0	0	0	77
Total Volume	0	56	53	109	29	0	25	54	0	71	56	127	0	0	0	0	290
% App. Total	0	51.4	48.6		53.7	0	46.3		0	55.9	44.1		0	0	0		
PHF	.000	.875	.736	.908	.558	.000	.781	.750	.000	.845	.609	.836	.000	.000	.000	.000	.918

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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WAM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	15	12	27	6	0	4	10	0	16	12	28	0	0	0	0
+15 mins.	0	12	**18**	**30**	6	0	**8**	14	0	19	6	25	0	0	0	0
+30 mins.	0	**16**	9	25	**13**	0	5	**18**	0	**21**	15	36	0	0	0	0
+45 mins.	0	13	14	27	4	0	8	12	0	15	**23**	**38**	0	0	0	0
Total Volume	0	56	53	109	29	0	25	54	0	71	56	127	0	0	0	0
% App. Total	0	51.4	48.6		53.7	0	46.3		0	55.9	44.1		0	0	0	
PHF	.000	.875	.736	.908	.558	.000	.781	.750	.000	.845	.609	.836	.000	.000	.000	.000

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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

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

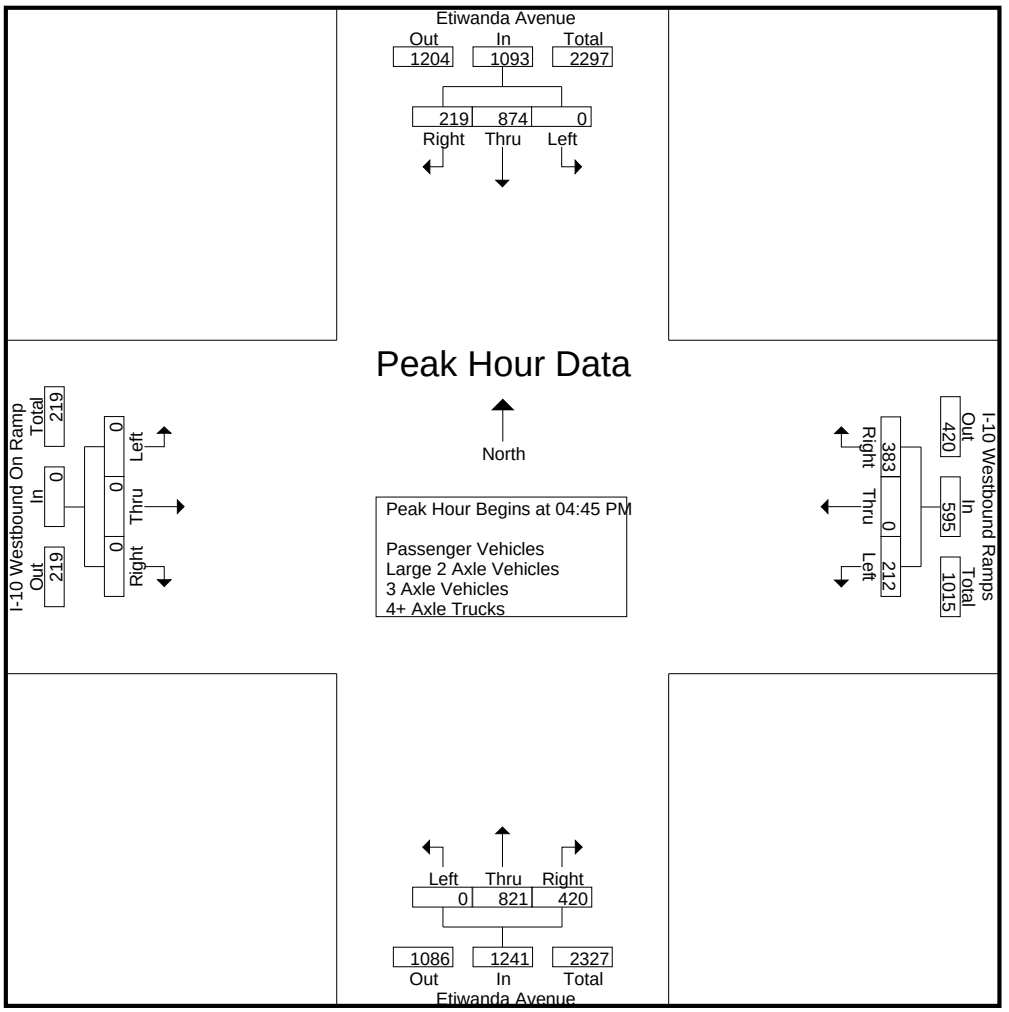
	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	212	87	299	55	0	72	127	0	200	104	304	0	0	0	0	730
04:15 PM	0	198	72	270	48	0	72	120	0	228	80	308	0	0	0	0	698
04:30 PM	0	204	77	281	49	0	79	128	0	184	123	307	0	0	0	0	716
04:45 PM	0	203	58	261	53	0	112	165	0	211	109	320	0	0	0	0	746
Total	0	817	294	1111	205	0	335	540	0	823	416	1239	0	0	0	0	2890
05:00 PM	0	219	65	284	53	0	70	123	0	188	109	297	0	0	0	0	704
05:15 PM	0	239	50	289	44	0	105	149	0	197	114	311	0	0	0	0	749
05:30 PM	0	213	46	259	62	0	96	158	0	225	88	313	0	0	0	0	730
05:45 PM	0	169	41	210	47	0	93	140	0	219	49	268	0	0	0	0	618
Total	0	840	202	1042	206	0	364	570	0	829	360	1189	0	0	0	0	2801
Grand Total	0	1657	496	2153	411	0	699	1110	0	1652	776	2428	0	0	0	0	5691
Apprch %	0	77	23		37	0	63		0	68	32		0	0	0		
Total %	0	29.1	8.7	37.8	7.2	0	12.3	19.5	0	29	13.6	42.7	0	0	0	0	
Passenger Vehicles	0	1437	402	1839	323	0	612	935	0	1455	677	2132	0	0	0	0	4906
% Passenger Vehicles	0	86.7	81	85.4	78.6	0	87.6	84.2	0	88.1	87.2	87.8	0	0	0	0	86.2
Large 2 Axle Vehicles	0	56	11	67	24	0	18	42	0	38	10	48	0	0	0	0	157
% Large 2 Axle Vehicles	0	3.4	2.2	3.1	5.8	0	2.6	3.8	0	2.3	1.3	2	0	0	0	0	2.8
3 Axle Vehicles	0	48	27	75	13	0	15	28	0	33	9	42	0	0	0	0	145
% 3 Axle Vehicles	0	2.9	5.4	3.5	3.2	0	2.1	2.5	0	2	1.2	1.7	0	0	0	0	2.5
4+ Axle Trucks	0	116	56	172	51	0	54	105	0	126	80	206	0	0	0	0	483
% 4+ Axle Trucks	0	7	11.3	8	12.4	0	7.7	9.5	0	7.6	10.3	8.5	0	0	0	0	8.5

	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	203	58	261	53	0	**112**	**165**	0	211	109	**320**	0	0	0	0	746
05:00 PM	0	219	**65**	284	53	0	70	123	0	188	109	297	0	0	0	0	704
05:15 PM	0	**239**	50	**289**	44	0	105	149	0	197	**114**	311	0	0	0	0	**749**
05:30 PM	0	213	46	259	**62**	0	96	158	0	**225**	88	313	0	0	0	0	730
Total Volume	0	874	219	1093	212	0	383	595	0	821	420	1241	0	0	0	0	2929
% App. Total	0	80	20		35.6	0	64.4		0	66.2	33.8		0	0	0		
PHF	.000	.914	.842	.946	.855	.000	.855	.902	.000	.912	.921	.970	.000	.000	.000	.000	.978

Counts Unlimited
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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	04:30 PM				04:45 PM				04:45 PM				04:00 PM			
+0 mins.	0	204	**77**	281	53	0	**112**	**165**	0	211	109	**320**	0	0	0	0
+15 mins.	0	203	58	261	53	0	70	123	0	188	109	297	0	0	0	0
+30 mins.	0	219	65	284	44	0	105	149	0	197	**114**	311	0	0	0	0
+45 mins.	0	**239**	50	**289**	**62**	0	96	158	0	**225**	88	313	0	0	0	0
Total Volume	0	865	250	1115	212	0	383	595	0	821	420	1241	0	0	0	0
% App. Total	0	77.6	22.4		35.6	0	64.4		0	66.2	33.8		0	0	0	
PHF	.000	.905	.812	.965	.855	.000	.855	.902	.000	.912	.921	.970	.000	.000	.000	.000

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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

Groups Printed- Passenger Vehicles

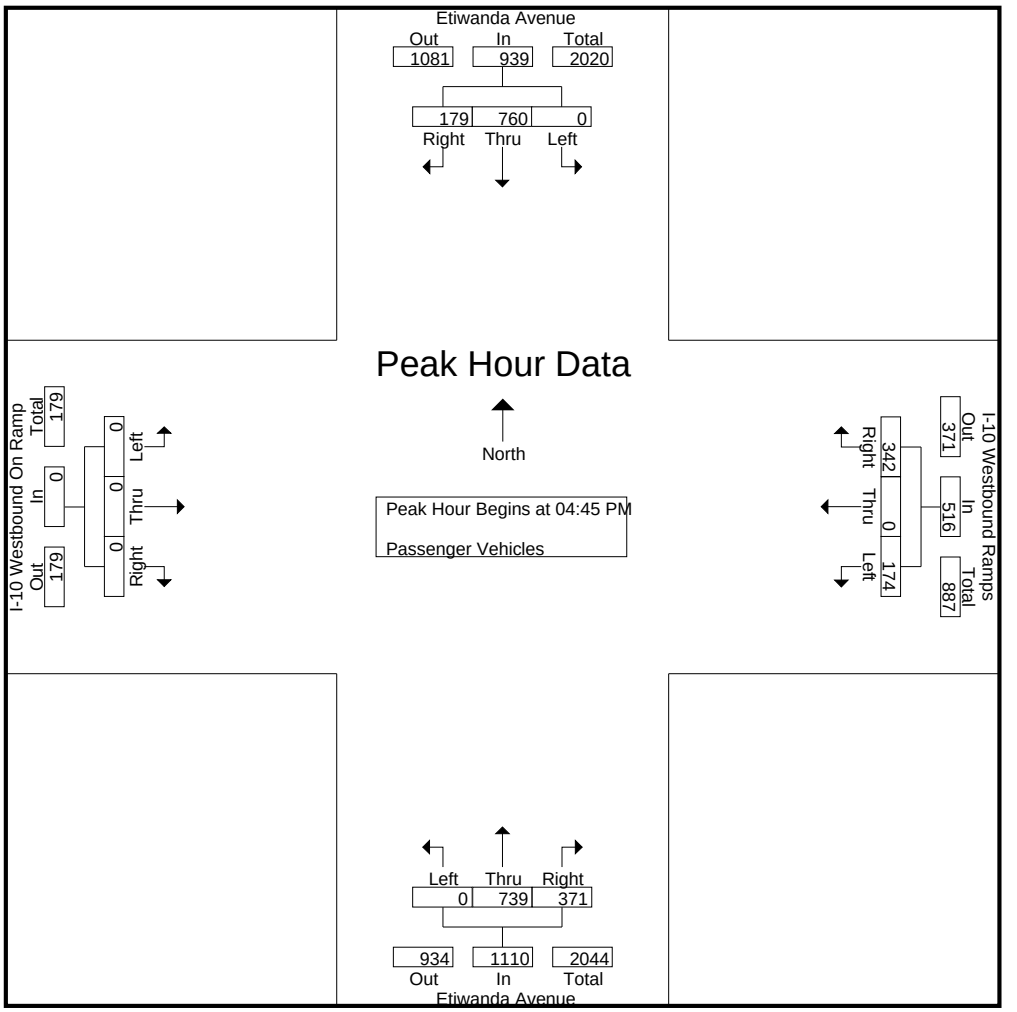
	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	178	73	251	40	0	59	99	0	165	87	252	0	0	0	0	602
04:15 PM	0	176	50	226	37	0	60	97	0	195	64	259	0	0	0	0	582
04:30 PM	0	173	68	241	35	0	71	106	0	163	111	274	0	0	0	0	621
04:45 PM	0	179	43	222	40	0	100	140	0	190	94	284	0	0	0	0	646
Total	0	706	234	940	152	0	290	442	0	713	356	1069	0	0	0	0	2451
05:00 PM	0	186	55	241	46	0	55	101	0	166	97	263	0	0	0	0	605
05:15 PM	0	209	43	252	35	0	96	131	0	175	100	275	0	0	0	0	658
05:30 PM	0	186	38	224	53	0	91	144	0	208	80	288	0	0	0	0	656
05:45 PM	0	150	32	182	37	0	80	117	0	193	44	237	0	0	0	0	536
Total	0	731	168	899	171	0	322	493	0	742	321	1063	0	0	0	0	2455
Grand Total	0	1437	402	1839	323	0	612	935	0	1455	677	2132	0	0	0	0	4906
Apprch %	0	78.1	21.9		34.5	0	65.5		0	68.2	31.8		0	0	0		
Total %	0	29.3	8.2	37.5	6.6	0	12.5	19.1	0	29.7	13.8	43.5	0	0	0	0	

	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	179	43	222	40	0	**100**	140	0	190	94	284	0	0	0	0	646
05:00 PM	0	186	**55**	241	46	0	55	101	0	166	97	263	0	0	0	0	605
05:15 PM	0	**209**	43	**252**	35	0	96	131	0	175	**100**	275	0	0	0	0	**658**
05:30 PM	0	186	38	224	**53**	0	91	**144**	0	**208**	80	**288**	0	0	0	0	656
Total Volume	0	760	179	939	174	0	342	516	0	739	371	1110	0	0	0	0	2565
% App. Total	0	80.9	19.1		33.7	0	66.3		0	66.6	33.4		0	0	0		
PHF	.000	.909	.814	.932	.821	.000	.855	.896	.000	.888	.928	.964	.000	.000	.000	.000	.975

Counts Unlimited
PO Box 1178
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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	179	43	222	40	0	**100**	140	0	190	94	284	0	0	0	0
+15 mins.	0	186	**55**	241	46	0	55	101	0	166	97	263	0	0	0	0
+30 mins.	0	**209**	43	**252**	35	0	96	131	0	175	**100**	275	0	0	0	0
+45 mins.	0	186	38	224	**53**	0	91	**144**	0	**208**	80	**288**	0	0	0	0
Total Volume	0	760	179	939	174	0	342	516	0	739	371	1110	0	0	0	0
% App. Total	0	80.9	19.1		33.7	0	66.3		0	66.6	33.4		0	0	0	
PHF	.000	.909	.814	.932	.821	.000	.855	.896	.000	.888	.928	.964	.000	.000	.000	.000

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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

Groups Printed- Large 2 Axle Vehicles

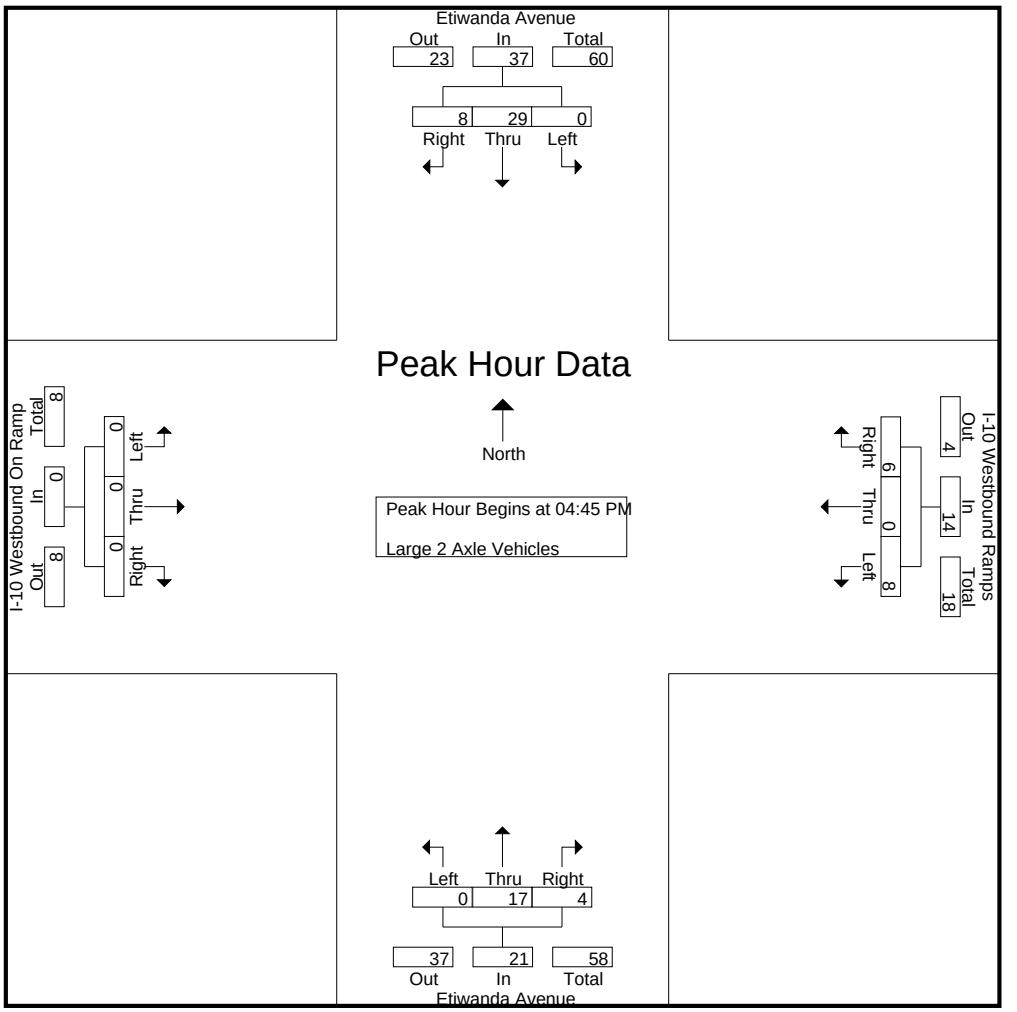
	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	8	1	9	6	0	4	10	0	6	3	9	0	0	0	0	28
04:15 PM	0	9	0	9	4	0	5	9	0	8	3	11	0	0	0	0	29
04:30 PM	0	6	0	6	2	0	0	2	0	4	0	4	0	0	0	0	12
04:45 PM	0	7	4	11	3	0	3	6	0	4	2	6	0	0	0	0	23
Total	0	30	5	35	15	0	12	27	0	22	8	30	0	0	0	0	92
05:00 PM	0	11	2	13	0	0	3	3	0	3	1	4	0	0	0	0	20
05:15 PM	0	8	2	10	2	0	0	2	0	7	1	8	0	0	0	0	20
05:30 PM	0	3	0	3	3	0	0	3	0	3	0	3	0	0	0	0	9
05:45 PM	0	4	2	6	4	0	3	7	0	3	0	3	0	0	0	0	16
Total	0	26	6	32	9	0	6	15	0	16	2	18	0	0	0	0	65
Grand Total	0	56	11	67	24	0	18	42	0	38	10	48	0	0	0	0	157
Apprch %	0	83.6	16.4		57.1	0	42.9		0	79.2	20.8		0	0	0		
Total %	0	35.7	7	42.7	15.3	0	11.5	26.8	0	24.2	6.4	30.6	0	0	0	0	

	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	7	**4**	11	**3**	0	**3**	**6**	0	4	**2**	6	0	0	0	0	**23**
05:00 PM	0	**11**	2	**13**	0	0	3	3	0	3	1	4	0	0	0	0	20
05:15 PM	0	8	2	10	2	0	0	2	0	**7**	1	**8**	0	0	0	0	20
05:30 PM	0	3	0	3	3	0	0	3	0	3	0	3	0	0	0	0	9
Total Volume	0	29	8	37	8	0	6	14	0	17	4	21	0	0	0	0	72
% App. Total	0	78.4	21.6		57.1	0	42.9		0	81	19		0	0	0		
PHF	.000	.659	.500	.712	.667	.000	.500	.583	.000	.607	.500	.656	.000	.000	.000	.000	.783

Counts Unlimited
PO Box 1178
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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	7	**4**	11	**3**	0	**3**	**6**	0	4	**2**	6	0	0	0	0
+15 mins.	0	**11**	2	**13**	0	0	3	3	0	3	1	4	0	0	0	0
+30 mins.	0	8	2	10	2	0	0	2	0	**7**	1	**8**	0	0	0	0
+45 mins.	0	3	0	3	3	0	0	3	0	3	0	3	0	0	0	0
Total Volume	0	29	8	37	8	0	6	14	0	17	4	21	0	0	0	0
% App. Total	0	78.4	21.6		57.1	0	42.9		0	81	19		0	0	0	
PHF	.000	.659	.500	.712	.667	.000	.500	.583	.000	.607	.500	.656	.000	.000	.000	.000

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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

Groups Printed- 3 Axle Vehicles

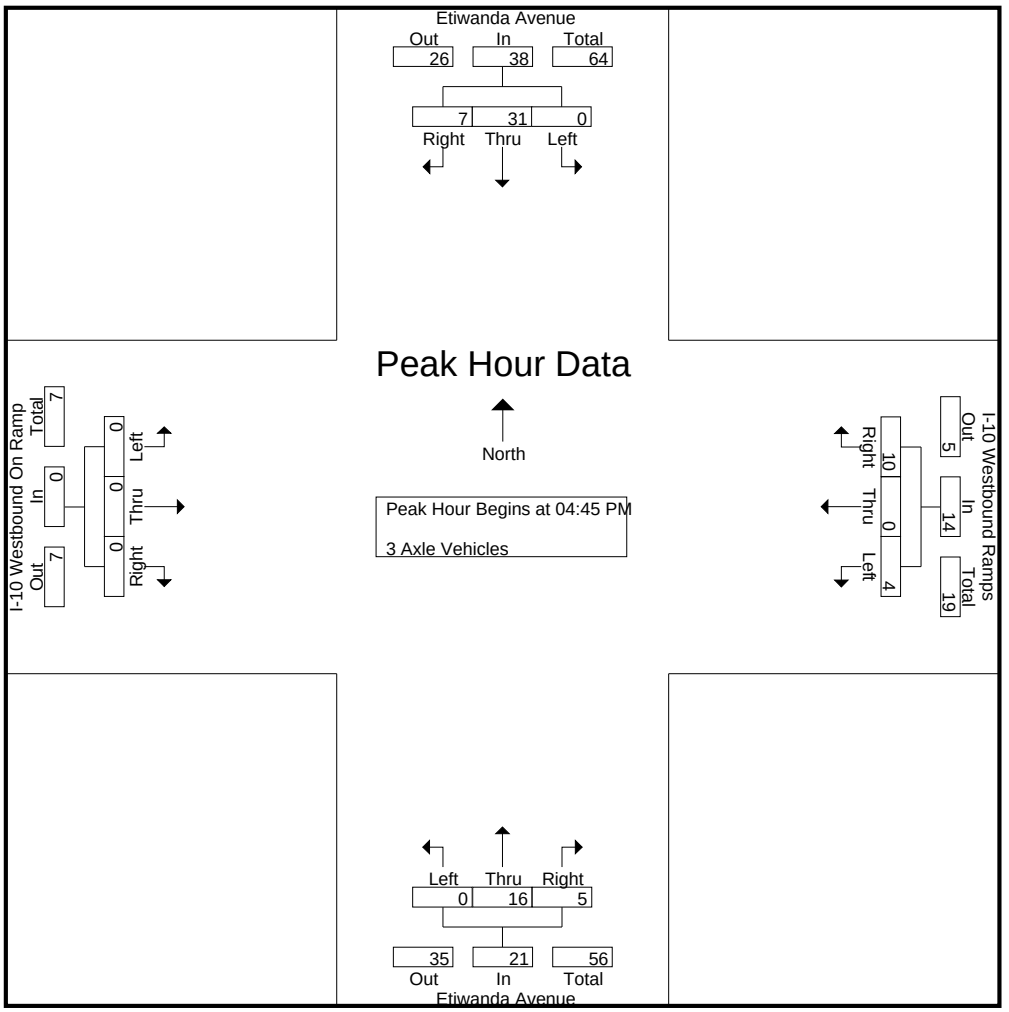
	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	5	9	2	0	3	5	0	5	0	5	0	0	0	0	19
04:15 PM	0	6	10	16	2	0	1	3	0	8	4	12	0	0	0	0	31
04:30 PM	0	5	2	7	3	0	0	3	0	2	0	2	0	0	0	0	12
04:45 PM	0	5	3	8	1	0	4	5	0	6	4	10	0	0	0	0	23
Total	0	20	20	40	8	0	8	16	0	21	8	29	0	0	0	0	85
05:00 PM	0	10	2	12	0	0	5	5	0	4	0	4	0	0	0	0	21
05:15 PM	0	9	1	10	0	0	0	0	0	3	1	4	0	0	0	0	14
05:30 PM	0	7	1	8	3	0	1	4	0	3	0	3	0	0	0	0	15
05:45 PM	0	2	3	5	2	0	1	3	0	2	0	2	0	0	0	0	10
Total	0	28	7	35	5	0	7	12	0	12	1	13	0	0	0	0	60
Grand Total	0	48	27	75	13	0	15	28	0	33	9	42	0	0	0	0	145
Apprch %	0	64	36		46.4	0	53.6		0	78.6	21.4		0	0	0		
Total %	0	33.1	18.6	51.7	9	0	10.3	19.3	0	22.8	6.2	29	0	0	0	0	

	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	5	**3**	8	1	0	4	**5**	0	**6**	**4**	**10**	0	0	0	0	**23**
05:00 PM	0	**10**	2	**12**	0	0	**5**	5	0	4	0	4	0	0	0	0	21
05:15 PM	0	9	1	10	0	0	0	0	0	3	1	4	0	0	0	0	14
05:30 PM	0	7	1	8	**3**	0	1	4	0	3	0	3	0	0	0	0	15
Total Volume	0	31	7	38	4	0	10	14	0	16	5	21	0	0	0	0	73
% App. Total	0	81.6	18.4		28.6	0	71.4		0	76.2	23.8		0	0	0		
PHF	.000	.775	.583	.792	.333	.000	.500	.700	.000	.667	.313	.525	.000	.000	.000	.000	.793

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

City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	5	**3**	8	1	0	4	**5**	0	**6**	**4**	**10**	0	0	0	0
+15 mins.	0	**10**	2	**12**	0	0	**5**	5	0	4	0	4	0	0	0	0
+30 mins.	0	9	1	10	0	0	0	0	0	3	1	4	0	0	0	0
+45 mins.	0	7	1	8	**3**	0	1	4	0	3	0	3	0	0	0	0
Total Volume	0	31	7	38	4	0	10	14	0	16	5	21	0	0	0	0
% App. Total	0	81.6	18.4		28.6	0	71.4		0	76.2	23.8		0	0	0	
PHF	.000	.775	.583	.792	.333	.000	.500	.700	.000	.667	.313	.525	.000	.000	.000	.000

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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 1

Groups Printed- 4+ Axle Trucks

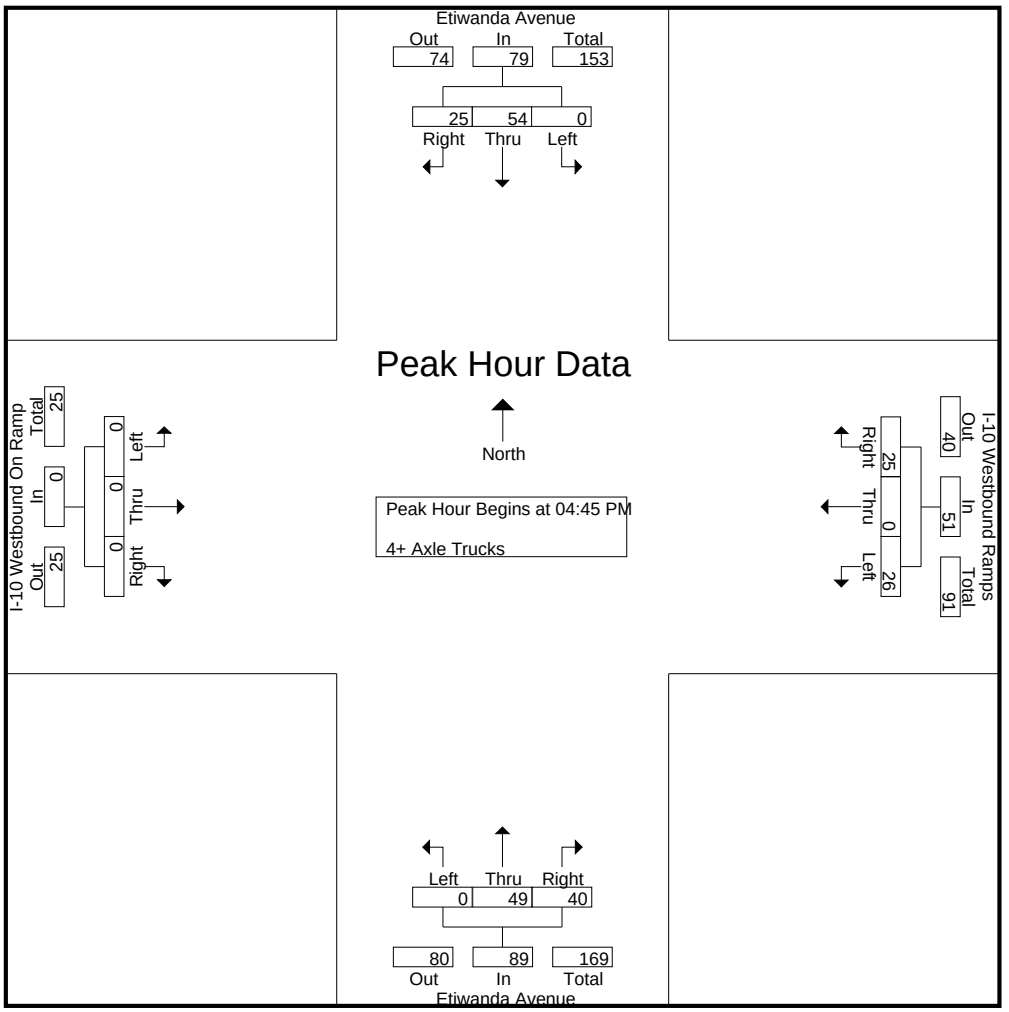
	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	22	8	30	7	0	6	13	0	24	14	38	0	0	0	0	81
04:15 PM	0	7	12	19	5	0	6	11	0	17	9	26	0	0	0	0	56
04:30 PM	0	20	7	27	9	0	8	17	0	15	12	27	0	0	0	0	71
04:45 PM	0	12	8	20	9	0	5	14	0	11	9	20	0	0	0	0	54
Total	0	61	35	96	30	0	25	55	0	67	44	111	0	0	0	0	262
05:00 PM	0	12	6	18	7	0	7	14	0	15	11	26	0	0	0	0	58
05:15 PM	0	13	4	17	7	0	9	16	0	12	12	24	0	0	0	0	57
05:30 PM	0	17	7	24	3	0	4	7	0	11	8	19	0	0	0	0	50
05:45 PM	0	13	4	17	4	0	9	13	0	21	5	26	0	0	0	0	56
Total	0	55	21	76	21	0	29	50	0	59	36	95	0	0	0	0	221
Grand Total	0	116	56	172	51	0	54	105	0	126	80	206	0	0	0	0	483
Apprch %	0	67.4	32.6		48.6	0	51.4		0	61.2	38.8		0	0	0		
Total %	0	24	11.6	35.6	10.6	0	11.2	21.7	0	26.1	16.6	42.7	0	0	0	0	

	Etiwanda Avenue Southbound				I-10 Westbound Ramps Westbound				Etiwanda Avenue Northbound				I-10 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	12	**8**	20	**9**	0	5	14	0	11	9	20	0	0	0	0	54
05:00 PM	0	12	6	18	7	0	7	14	0	**15**	11	**26**	0	0	0	0	**58**
05:15 PM	0	13	4	17	7	0	**9**	**16**	0	12	**12**	24	0	0	0	0	57
05:30 PM	0	**17**	7	**24**	3	0	4	7	0	11	8	19	0	0	0	0	50
Total Volume	0	54	25	79	26	0	25	51	0	49	40	89	0	0	0	0	219
% App. Total	0	68.4	31.6		51	0	49		0	55.1	44.9		0	0	0		
PHF	.000	.794	.781	.823	.722	.000	.694	.797	.000	.817	.833	.856	.000	.000	.000	.000	.944

Counts Unlimited
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City of Ontario
N/S: Etiwanda Avenue
E/W: I-10 Westbound Ramps
Weather: Clear

File Name : 06_ONTET10WPM
Site Code : 07517314
Start Date : 5/17/2017
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	12	**8**	20	**9**	0	5	14	0	11	9	20	0	0	0	0
+15 mins.	0	12	6	18	7	0	7	14	0	**15**	11	**26**	0	0	0	0
+30 mins.	0	13	4	17	7	0	**9**	**16**	0	12	**12**	24	0	0	0	0
+45 mins.	0	**17**	7	**24**	3	0	4	7	0	11	8	19	0	0	0	0
Total Volume	0	54	25	79	26	0	25	51	0	49	40	89	0	0	0	0
% App. Total	0	68.4	31.6		51	0	49		0	55.1	44.9		0	0	0	
PHF	.000	.794	.781	.823	.722	.000	.694	.797	.000	.817	.833	.856	.000	.000	.000	.000

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Napa Street
Weather: Clear

File Name : 04_RNC_Etiwanda_Napa AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

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

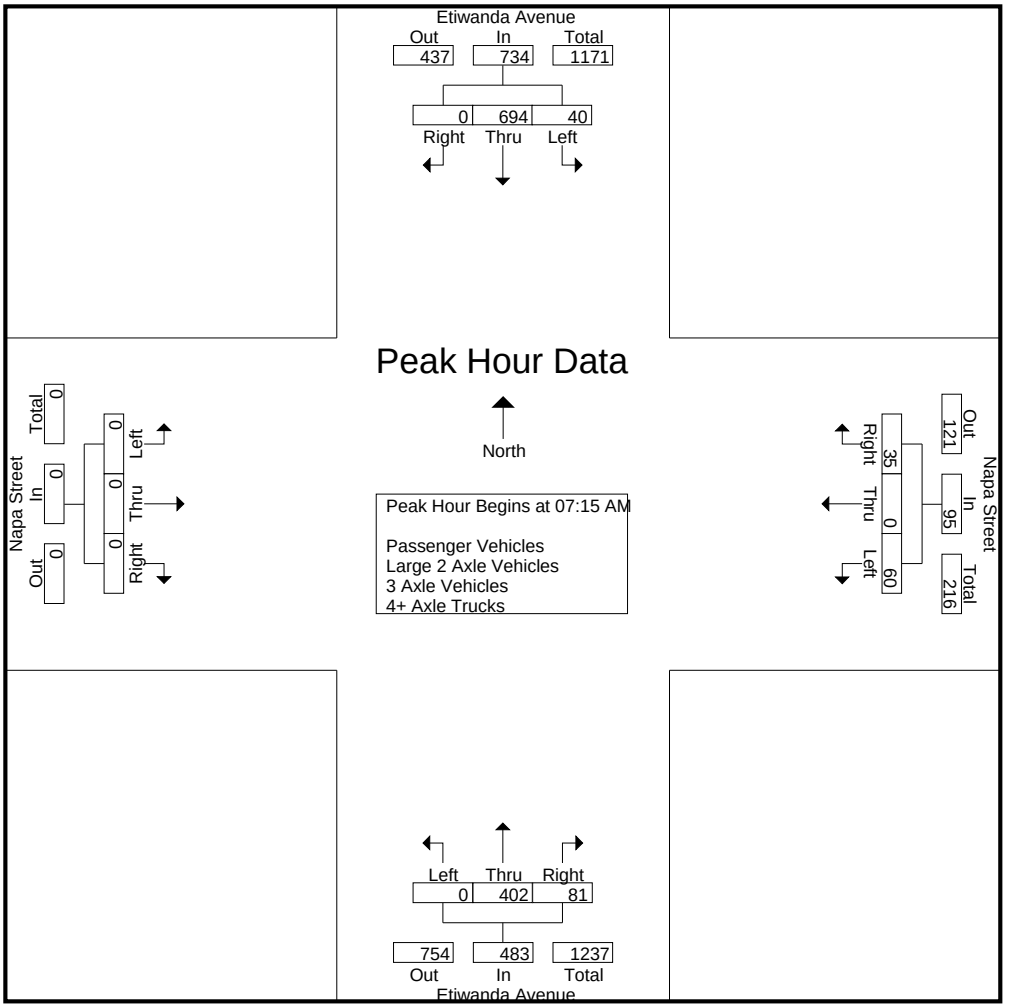
	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	9	152	0	161	14	0	8	22	0	84	20	104	0	0	0	0	287
07:15 AM	13	174	0	187	18	0	12	30	0	99	16	115	0	0	0	0	332
07:30 AM	10	219	0	229	14	0	11	25	0	103	17	120	0	0	0	0	374
07:45 AM	6	145	0	151	12	0	6	18	0	102	32	134	0	0	0	0	303
Total	38	690	0	728	58	0	37	95	0	388	85	473	0	0	0	0	1296
08:00 AM	11	156	0	167	16	0	6	22	0	98	16	114	0	0	0	0	303
08:15 AM	5	119	0	124	16	0	4	20	0	92	21	113	0	0	0	0	257
08:30 AM	6	104	0	110	12	0	9	21	0	81	26	107	0	0	0	0	238
08:45 AM	10	99	0	109	15	0	7	22	0	62	19	81	0	0	0	0	212
Total	32	478	0	510	59	0	26	85	0	333	82	415	0	0	0	0	1010
Grand Total	70	1168	0	1238	117	0	63	180	0	721	167	888	0	0	0	0	2306
Apprch %	5.7	94.3	0		65	0	35		0	81.2	18.8		0	0	0		
Total %	3	50.7	0	53.7	5.1	0	2.7	7.8	0	31.3	7.2	38.5	0	0	0	0	
Passenger Vehicles	30	959	0	989	10	0	12	22	0	602	43	645	0	0	0	0	1656
% Passenger Vehicles	42.9	82.1	0	79.9	8.5	0	19	12.2	0	83.5	25.7	72.6	0	0	0	0	71.8
Large 2 Axle Vehicles	10	61	0	71	10	0	16	26	0	26	14	40	0	0	0	0	137
% Large 2 Axle Vehicles	14.3	5.2	0	5.7	8.5	0	25.4	14.4	0	3.6	8.4	4.5	0	0	0	0	5.9
3 Axle Vehicles	20	41	0	61	52	0	18	70	0	23	55	78	0	0	0	0	209
% 3 Axle Vehicles	28.6	3.5	0	4.9	44.4	0	28.6	38.9	0	3.2	32.9	8.8	0	0	0	0	9.1
4+ Axle Trucks	10	107	0	117	45	0	17	62	0	70	55	125	0	0	0	0	304
% 4+ Axle Trucks	14.3	9.2	0	9.5	38.5	0	27	34.4	0	9.7	32.9	14.1	0	0	0	0	13.2

	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**13**	174	0	187	**18**	0	**12**	**30**	0	99	16	115	0	0	0	0	332
07:30 AM	10	**219**	0	**229**	14	0	11	25	0	**103**	17	120	0	0	0	0	**374**
07:45 AM	6	145	0	151	12	0	6	18	0	102	**32**	**134**	0	0	0	0	303
08:00 AM	11	156	0	167	16	0	6	22	0	98	16	114	0	0	0	0	303
Total Volume	40	694	0	734	60	0	35	95	0	402	81	483	0	0	0	0	1312
% App. Total	5.4	94.6	0		63.2	0	36.8		0	83.2	16.8		0	0	0		
PHF	.769	.792	.000	.801	.833	.000	.729	.792	.000	.976	.633	.901	.000	.000	.000	.000	.877

Counts Unlimited
PO Box 1178
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(951) 268-6268

City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Napa Street
Weather: Clear

File Name : 04_RNC_Etiwanda_Napa AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	07:15 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	**13**	174	0	187	14	0	8	22	0	99	16	115	0	0	0	0
+15 mins.	10	**219**	0	**229**	**18**	0	**12**	**30**	0	**103**	17	120	0	0	0	0
+30 mins.	6	145	0	151	14	0	11	25	0	102	**32**	**134**	0	0	0	0
+45 mins.	11	156	0	167	12	0	6	18	0	98	16	114	0	0	0	0
Total Volume	40	694	0	734	58	0	37	95	0	402	81	483	0	0	0	0
% App. Total	5.4	94.6	0		61.1	0	38.9		0	83.2	16.8		0	0	0	
PHF	.769	.792	.000	.801	.806	.000	.771	.792	.000	.976	.633	.901	.000	.000	.000	.000

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Napa Street
Weather: Clear

File Name : 04_RNC_Etiwanda_Napa AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- Passenger Vehicles

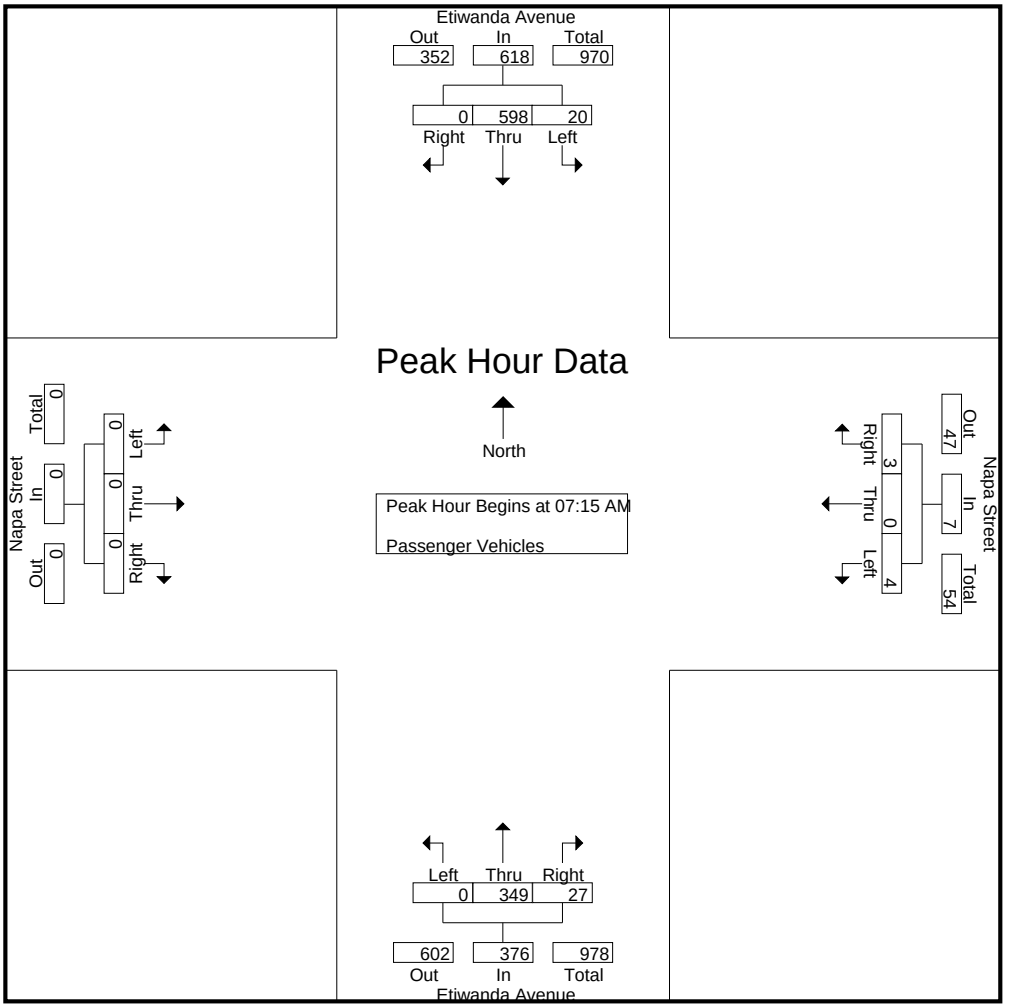
	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	126	0	130	2	0	3	5	0	69	2	71	0	0	0	0	206
07:15 AM	7	151	0	158	1	0	2	3	0	85	5	90	0	0	0	0	251
07:30 AM	4	192	0	196	1	0	1	2	0	92	5	97	0	0	0	0	295
07:45 AM	4	129	0	133	0	0	0	0	0	89	14	103	0	0	0	0	236
Total	19	598	0	617	4	0	6	10	0	335	26	361	0	0	0	0	988
08:00 AM	5	126	0	131	2	0	0	2	0	83	3	86	0	0	0	0	219
08:15 AM	1	95	0	96	2	0	1	3	0	75	4	79	0	0	0	0	178
08:30 AM	3	68	0	71	0	0	2	2	0	62	7	69	0	0	0	0	142
08:45 AM	2	72	0	74	2	0	3	5	0	47	3	50	0	0	0	0	129
Total	11	361	0	372	6	0	6	12	0	267	17	284	0	0	0	0	668
Grand Total	30	959	0	989	10	0	12	22	0	602	43	645	0	0	0	0	1656
Apprch %	3	97	0		45.5	0	54.5		0	93.3	6.7		0	0	0		
Total %	1.8	57.9	0	59.7	0.6	0	0.7	1.3	0	36.4	2.6	38.9	0	0	0	0	

	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**7**	151	0	158	1	0	**2**	**3**	0	85	5	90	0	0	0	0	251
07:30 AM	4	**192**	0	**196**	1	0	1	2	0	**92**	5	97	0	0	0	0	**295**
07:45 AM	4	129	0	133	0	0	0	0	0	89	**14**	**103**	0	0	0	0	236
08:00 AM	5	126	0	131	**2**	0	0	2	0	83	3	86	0	0	0	0	219
Total Volume	20	598	0	618	4	0	3	7	0	349	27	376	0	0	0	0	1001
% App. Total	3.2	96.8	0		57.1	0	42.9		0	92.8	7.2		0	0	0		
PHF	.714	.779	.000	.788	.500	.000	.375	.583	.000	.948	.482	.913	.000	.000	.000	.000	.848

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Napa Street
Weather: Clear

File Name : 04_RNC_Etiwanda_Napa AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**7**	151	0	158	1	0	**2**	**3**	0	85	5	90	0	0	0	0
+15 mins.	4	**192**	0	**196**	1	0	1	2	0	**92**	5	97	0	0	0	0
+30 mins.	4	129	0	133	0	0	0	0	0	89	**14**	**103**	0	0	0	0
+45 mins.	5	126	0	131	**2**	0	0	2	0	83	3	86	0	0	0	0
Total Volume	20	598	0	618	4	0	3	7	0	349	27	376	0	0	0	0
% App. Total	3.2	96.8	0		57.1	0	42.9		0	92.8	7.2		0	0	0	
PHF	.714	.779	.000	.788	.500	.000	.375	.583	.000	.948	.482	.913	.000	.000	.000	.000

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Napa Street
Weather: Clear

File Name : 04_RNC_Etiwanda_Napa AM
Site Code : 22520079
Start Date : 2/5/2020

Groups Printed- Large 2 Axle Vehicles

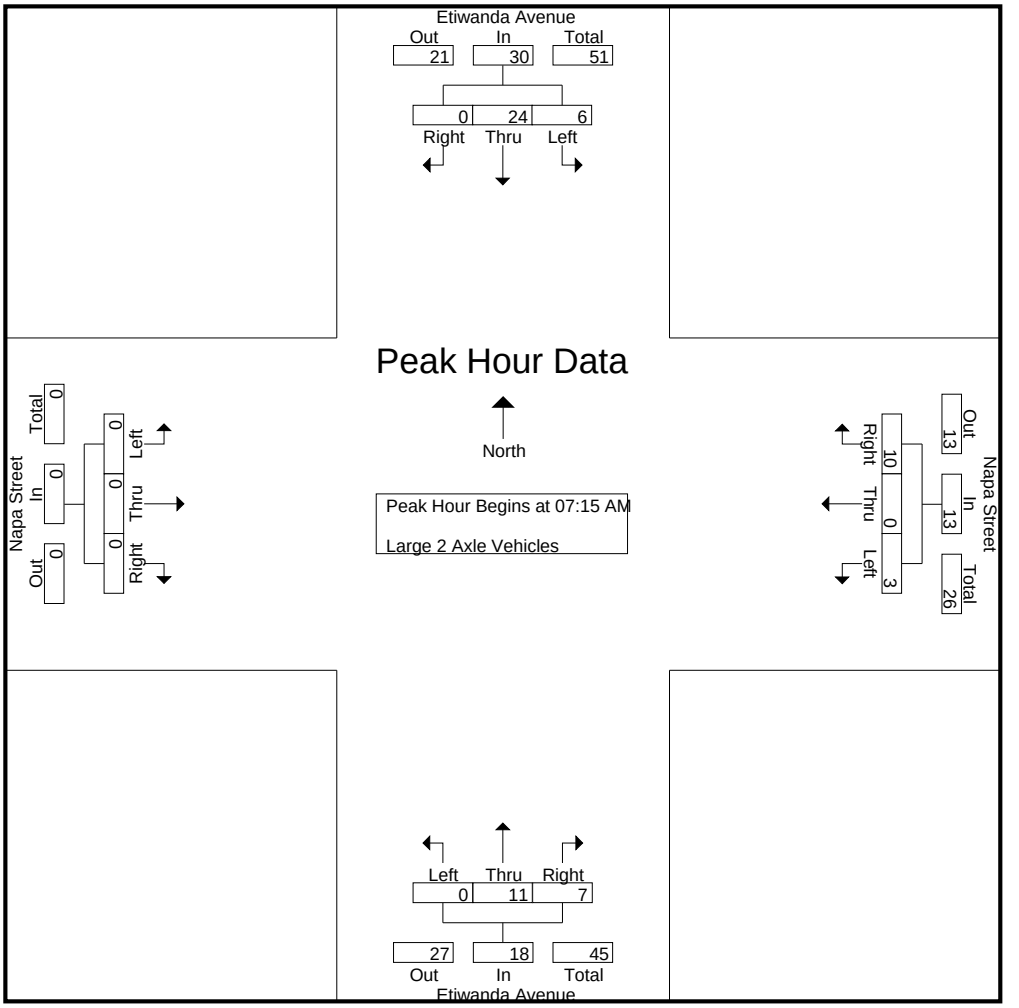
	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	14	0	14	2	0	1	3	0	2	1	3	0	0	0	0	20
07:15 AM	3	8	0	11	1	0	2	3	0	3	2	5	0	0	0	0	19
07:30 AM	3	7	0	10	1	0	4	5	0	1	0	1	0	0	0	0	16
07:45 AM	0	3	0	3	0	0	2	2	0	3	4	7	0	0	0	0	12
Total	6	32	0	38	4	0	9	13	0	9	7	16	0	0	0	0	67
08:00 AM	0	6	0	6	1	0	2	3	0	4	1	5	0	0	0	0	14
08:15 AM	1	4	0	5	2	0	1	3	0	4	1	5	0	0	0	0	13
08:30 AM	1	10	0	11	1	0	2	3	0	6	3	9	0	0	0	0	23
08:45 AM	2	9	0	11	2	0	2	4	0	3	2	5	0	0	0	0	20
Total	4	29	0	33	6	0	7	13	0	17	7	24	0	0	0	0	70
Grand Total	10	61	0	71	10	0	16	26	0	26	14	40	0	0	0	0	137
Apprch %	14.1	85.9	0		38.5	0	61.5		0	65	35		0	0	0		
Total %	7.3	44.5	0	51.8	7.3	0	11.7	19	0	19	10.2	29.2	0	0	0	0	

	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**3**	**8**	0	**11**	**1**	0	2	3	0	3	2	5	0	0	0	0	**19**
07:30 AM	3	7	0	10	1	0	**4**	**5**	0	1	0	1	0	0	0	0	16
07:45 AM	0	3	0	3	0	0	2	2	0	3	**4**	**7**	0	0	0	0	12
08:00 AM	0	6	0	6	1	0	2	3	0	**4**	1	5	0	0	0	0	14
Total Volume	6	24	0	30	3	0	10	13	0	11	7	18	0	0	0	0	61
% App. Total	20	80	0		23.1	0	76.9		0	61.1	38.9		0	0	0		
PHF	.500	.750	.000	.682	.750	.000	.625	.650	.000	.688	.438	.643	.000	.000	.000	.000	.803

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Napa Street
Weather: Clear

File Name : 04_RNC_Etiwanda_Napa AM
Site Code : 22520079
Start Date : 2/5/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**3**	**8**	0	**11**	**1**	0	2	3	0	3	2	5	0	0	0	0
+15 mins.	3	7	0	10	1	0	**4**	**5**	0	1	0	1	0	0	0	0
+30 mins.	0	3	0	3	0	0	2	2	0	3	**4**	**7**	0	0	0	0
+45 mins.	0	6	0	6	1	0	2	3	0	**4**	1	5	0	0	0	0
Total Volume	6	24	0	30	3	0	10	13	0	11	7	18	0	0	0	0
% App. Total	20	80	0		23.1	0	76.9		0	61.1	38.9		0	0	0	
PHF	.500	.750	.000	.682	.750	.000	.625	.650	.000	.688	.438	.643	.000	.000	.000	.000

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
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Weather: Clear

File Name : 04_RNC_Etiwanda_Napa AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 3 Axle Vehicles

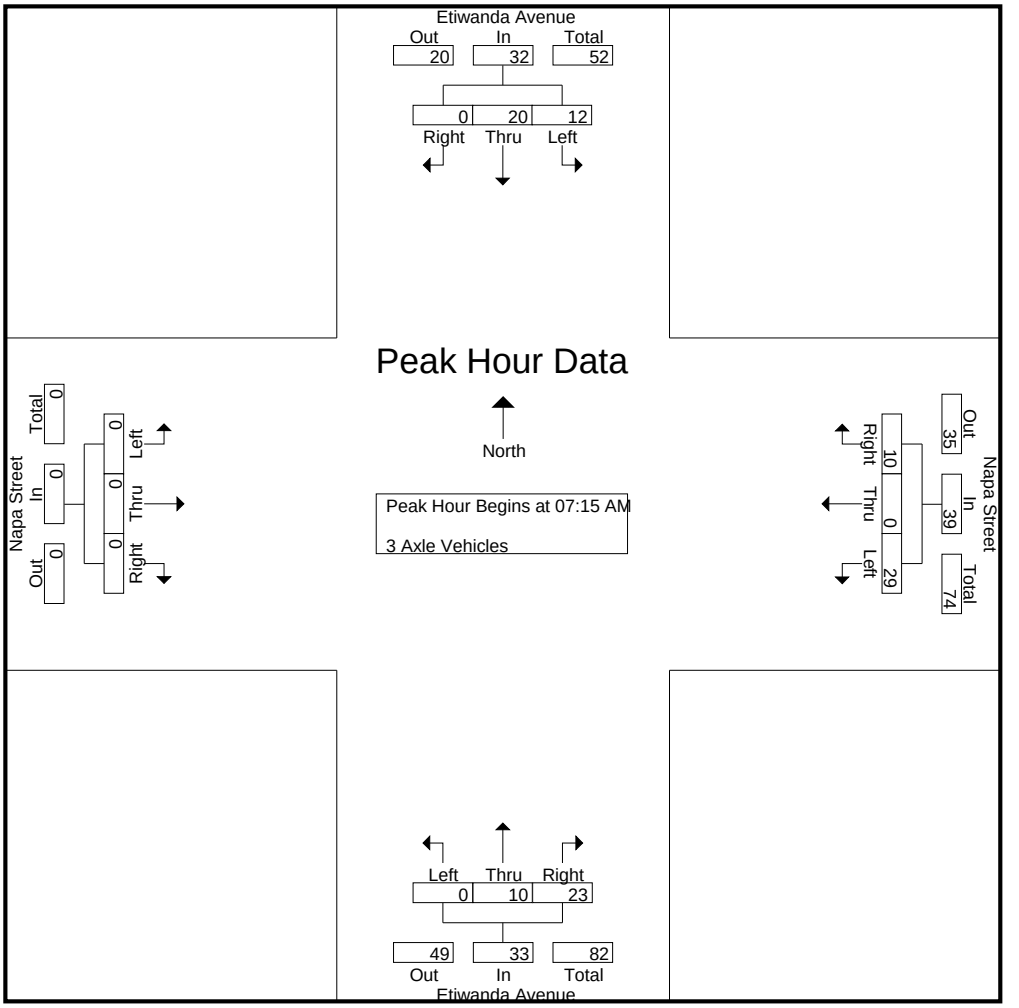
	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	2	0	5	4	0	2	6	0	1	8	9	0	0	0	0	20
07:15 AM	2	1	0	3	10	0	3	13	0	4	3	7	0	0	0	0	23
07:30 AM	3	9	0	12	5	0	3	8	0	1	7	8	0	0	0	0	28
07:45 AM	1	1	0	2	6	0	2	8	0	2	7	9	0	0	0	0	19
Total	9	13	0	22	25	0	10	35	0	8	25	33	0	0	0	0	90
08:00 AM	6	9	0	15	8	0	2	10	0	3	6	9	0	0	0	0	34
08:15 AM	0	8	0	8	5	0	1	6	0	4	8	12	0	0	0	0	26
08:30 AM	0	9	0	9	7	0	5	12	0	5	8	13	0	0	0	0	34
08:45 AM	5	2	0	7	7	0	0	7	0	3	8	11	0	0	0	0	25
Total	11	28	0	39	27	0	8	35	0	15	30	45	0	0	0	0	119
Grand Total	20	41	0	61	52	0	18	70	0	23	55	78	0	0	0	0	209
Apprch %	32.8	67.2	0		74.3	0	25.7		0	29.5	70.5		0	0	0		
Total %	9.6	19.6	0	29.2	24.9	0	8.6	33.5	0	11	26.3	37.3	0	0	0	0	

	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	1	0	3	**10**	0	**3**	**13**	0	**4**	3	7	0	0	0	0	23
07:30 AM	3	**9**	0	12	5	0	3	8	0	1	**7**	8	0	0	0	0	28
07:45 AM	1	1	0	2	6	0	2	8	0	2	7	**9**	0	0	0	0	19
08:00 AM	**6**	9	0	**15**	8	0	2	10	0	3	6	9	0	0	0	0	**34**
Total Volume	12	20	0	32	29	0	10	39	0	10	23	33	0	0	0	0	104
% App. Total	37.5	62.5	0		74.4	0	25.6		0	30.3	69.7		0	0	0		
PHF	.500	.556	.000	.533	.725	.000	.833	.750	.000	.625	.821	.917	.000	.000	.000	.000	.765

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Napa Street
Weather: Clear

File Name : 04_RNC_Etiwanda_Napa AM
Site Code : 22520079
Start Date : 2/5/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	2	1	0	3	**10**	0	**3**	**13**	0	**4**	3	7	0	0	0	0
+15 mins.	3	**9**	0	12	5	0	3	8	0	1	**7**	8	0	0	0	0
+30 mins.	1	1	0	2	6	0	2	8	0	2	7	**9**	0	0	0	0
+45 mins.	**6**	9	0	**15**	8	0	2	10	0	3	6	9	0	0	0	0
Total Volume	12	20	0	32	29	0	10	39	0	10	23	33	0	0	0	0
% App. Total	37.5	62.5	0		74.4	0	25.6		0	30.3	69.7		0	0	0	
PHF	.500	.556	.000	.533	.725	.000	.833	.750	.000	.625	.821	.917	.000	.000	.000	.000

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Napa Street
Weather: Clear

File Name : 04_RNC_Etiwanda_Napa AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 4+ Axle Trucks

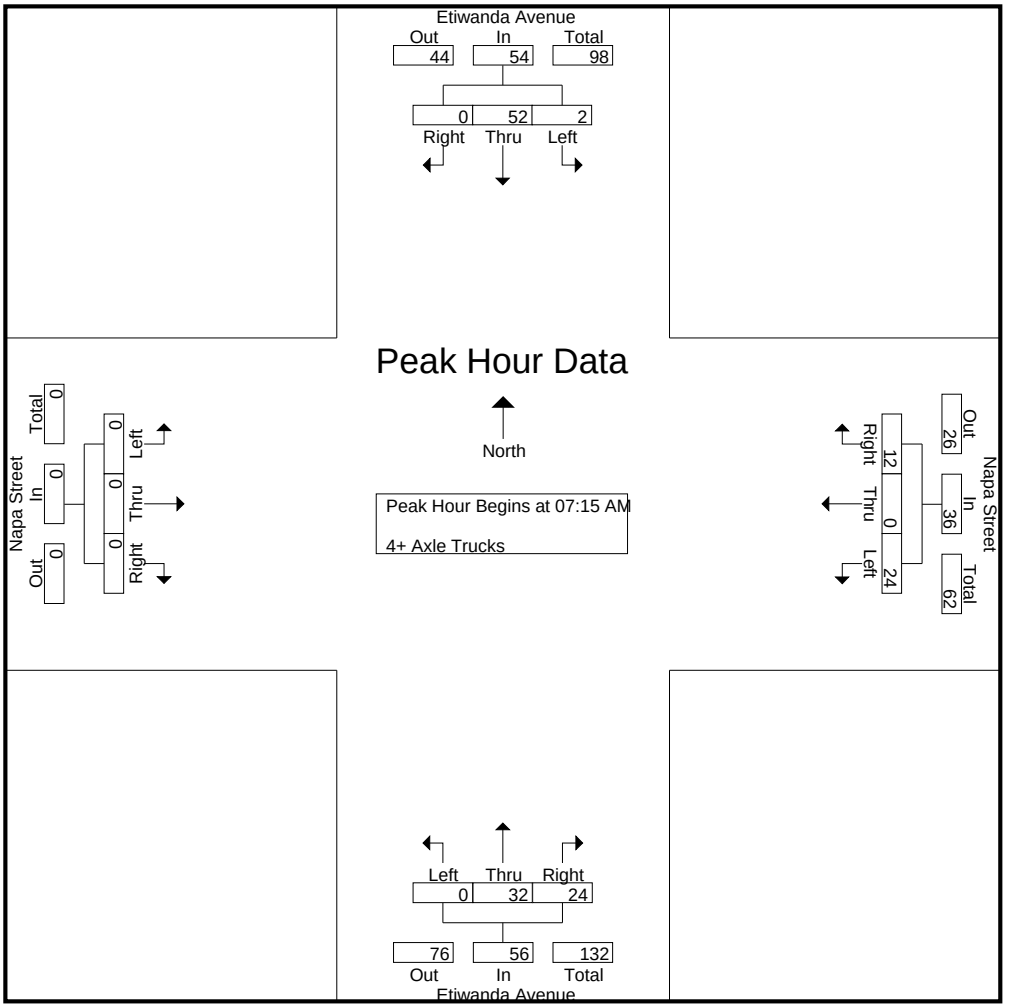
	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	10	0	12	6	0	2	8	0	12	9	21	0	0	0	0	41
07:15 AM	1	14	0	15	6	0	5	11	0	7	6	13	0	0	0	0	39
07:30 AM	0	11	0	11	7	0	3	10	0	9	5	14	0	0	0	0	35
07:45 AM	1	12	0	13	6	0	2	8	0	8	7	15	0	0	0	0	36
Total	4	47	0	51	25	0	12	37	0	36	27	63	0	0	0	0	151
08:00 AM	0	15	0	15	5	0	2	7	0	8	6	14	0	0	0	0	36
08:15 AM	3	12	0	15	7	0	1	8	0	9	8	17	0	0	0	0	40
08:30 AM	2	17	0	19	4	0	0	4	0	8	8	16	0	0	0	0	39
08:45 AM	1	16	0	17	4	0	2	6	0	9	6	15	0	0	0	0	38
Total	6	60	0	66	20	0	5	25	0	34	28	62	0	0	0	0	153
Grand Total	10	107	0	117	45	0	17	62	0	70	55	125	0	0	0	0	304
Apprch %	8.5	91.5	0		72.6	0	27.4		0	56	44		0	0	0		
Total %	3.3	35.2	0	38.5	14.8	0	5.6	20.4	0	23	18.1	41.1	0	0	0	0	

	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	14	0	**15**	6	0	**5**	**11**	0	7	6	13	0	0	0	0	**39**
07:30 AM	0	11	0	11	**7**	0	3	10	0	**9**	5	14	0	0	0	0	35
07:45 AM	1	12	0	13	6	0	2	8	0	8	**7**	**15**	0	0	0	0	36
08:00 AM	0	**15**	0	15	5	0	2	7	0	8	6	14	0	0	0	0	36
Total Volume	2	52	0	54	24	0	12	36	0	32	24	56	0	0	0	0	146
% App. Total	3.7	96.3	0		66.7	0	33.3		0	57.1	42.9		0	0	0		
PHF	.500	.867	.000	.900	.857	.000	.600	.818	.000	.889	.857	.933	.000	.000	.000	.000	.936

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
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Weather: Clear

File Name : 04_RNC_Etiwanda_Napa AM
Site Code : 22520079
Start Date : 2/5/2020
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	14	0	**15**	6	0	**5**	**11**	0	7	6	13	0	0	0	0
+15 mins.	0	11	0	11	**7**	0	3	10	0	**9**	5	14	0	0	0	0
+30 mins.	1	12	0	13	6	0	2	8	0	8	**7**	**15**	0	0	0	0
+45 mins.	0	**15**	0	15	5	0	2	7	0	8	6	14	0	0	0	0
Total Volume	2	52	0	54	24	0	12	36	0	32	24	56	0	0	0	0
% App. Total	3.7	96.3	0		66.7	0	33.3		0	57.1	42.9		0	0	0	
PHF	.500	.867	.000	.900	.857	.000	.600	.818	.000	.889	.857	.933	.000	.000	.000	.000

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Napa Street
Weather: Clear

File Name : 04_RNC_Etiwanda_Napa PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

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

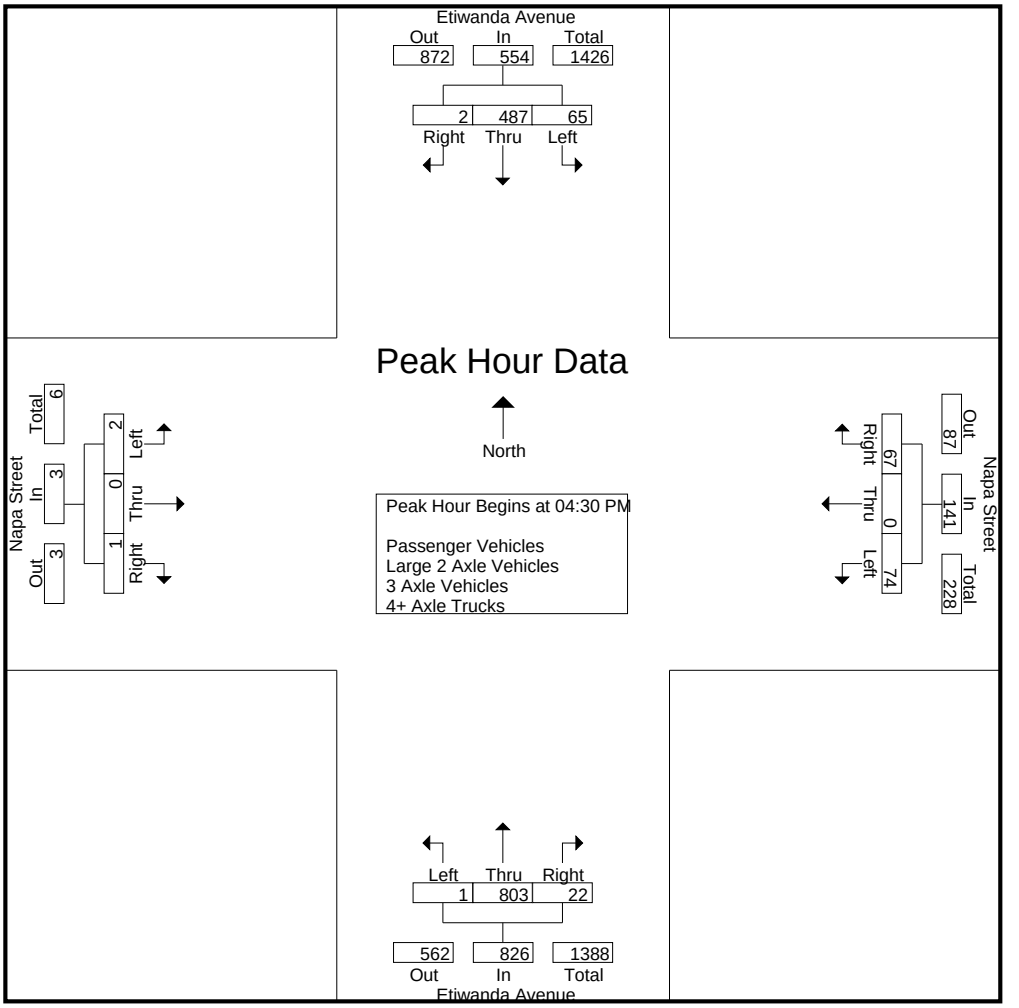
	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	15	117	0	132	9	0	1	10	2	221	9	232	0	0	0	0	374
04:15 PM	20	113	0	133	13	0	11	24	0	169	7	176	0	0	0	0	333
04:30 PM	15	111	0	126	26	0	28	54	0	194	6	200	0	0	0	0	380
04:45 PM	25	137	2	164	21	0	10	31	0	176	6	182	2	0	0	2	379
Total	75	478	2	555	69	0	50	119	2	760	28	790	2	0	0	2	1466
05:00 PM	17	112	0	129	18	0	16	34	0	195	5	200	0	0	0	0	363
05:15 PM	8	127	0	135	9	0	13	22	1	238	5	244	0	0	1	1	402
05:30 PM	10	91	0	101	11	1	21	33	0	180	4	184	0	0	0	0	318
05:45 PM	7	73	0	80	10	0	23	33	0	190	0	190	0	0	0	0	303
Total	42	403	0	445	48	1	73	122	1	803	14	818	0	0	1	1	1386
Grand Total	117	881	2	1000	117	1	123	241	3	1563	42	1608	2	0	1	3	2852
Apprch %	11.7	88.1	0.2		48.5	0.4	51		0.2	97.2	2.6		66.7	0	33.3		
Total %	4.1	30.9	0.1	35.1	4.1	0	4.3	8.5	0.1	54.8	1.5	56.4	0.1	0	0	0.1	
Passenger Vehicles	16	775	2	793	58	0	52	110	2	1428	10	1440	2	0	1	3	2346
% Passenger Vehicles	13.7	88	100	79.3	49.6	0	42.3	45.6	66.7	91.4	23.8	89.6	100	0	100	100	82.3
Large 2 Axle Vehicles	2	24	0	26	5	0	7	12	0	43	4	47	0	0	0	0	85
% Large 2 Axle Vehicles	1.7	2.7	0	2.6	4.3	0	5.7	5	0	2.8	9.5	2.9	0	0	0	0	3
3 Axle Vehicles	84	26	0	110	45	1	53	99	1	33	13	47	0	0	0	0	256
% 3 Axle Vehicles	71.8	3	0	11	38.5	100	43.1	41.1	33.3	2.1	31	2.9	0	0	0	0	9
4+ Axle Trucks	15	56	0	71	9	0	11	20	0	59	15	74	0	0	0	0	165
% 4+ Axle Trucks	12.8	6.4	0	7.1	7.7	0	8.9	8.3	0	3.8	35.7	4.6	0	0	0	0	5.8

	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	111	0	126	**26**	0	**28**	**54**	0	194	**6**	200	0	0	0	0	380
04:45 PM	**25**	**137**	**2**	**164**	21	0	10	31	0	176	6	182	**2**	0	0	**2**	379
05:00 PM	17	112	0	129	18	0	16	34	0	195	5	200	0	0	0	0	363
05:15 PM	8	127	0	135	9	0	13	22	**1**	**238**	5	**244**	0	0	**1**	1	**402**
Total Volume	65	487	2	554	74	0	67	141	1	803	22	826	2	0	1	3	1524
% App. Total	11.7	87.9	0.4		52.5	0	47.5		0.1	97.2	2.7		66.7	0	33.3		
PHF	.650	.889	.250	.845	.712	.000	.598	.653	.250	.843	.917	.846	.250	.000	.250	.375	.948

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City of Rancho Cucamonga
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Weather: Clear

File Name : 04_RNC_Etiwanda_Napa PM
Site Code : 22520079
Start Date : 2/5/2020
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:30 PM				04:30 PM			
+0 mins.	15	117	0	132	13	0	11	24	0	194	**6**	200	0	0	0	0
+15 mins.	20	113	0	133	**26**	0	**28**	**54**	0	176	6	182	**2**	0	0	**2**
+30 mins.	15	111	0	126	21	0	10	31	0	195	5	200	0	0	0	0
+45 mins.	**25**	**137**	**2**	**164**	18	0	16	34	**1**	**238**	5	**244**	0	0	**1**	1
Total Volume	75	478	2	555	78	0	65	143	1	803	22	826	2	0	1	3
% App. Total	13.5	86.1	0.4		54.5	0	45.5		0.1	97.2	2.7		66.7	0	33.3	
PHF	.750	.872	.250	.846	.750	.000	.580	.662	.250	.843	.917	.846	.250	.000	.250	.375

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File Name : 04_RNC_Etiwanda_Napa PM
Site Code : 22520079
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Groups Printed- Passenger Vehicles

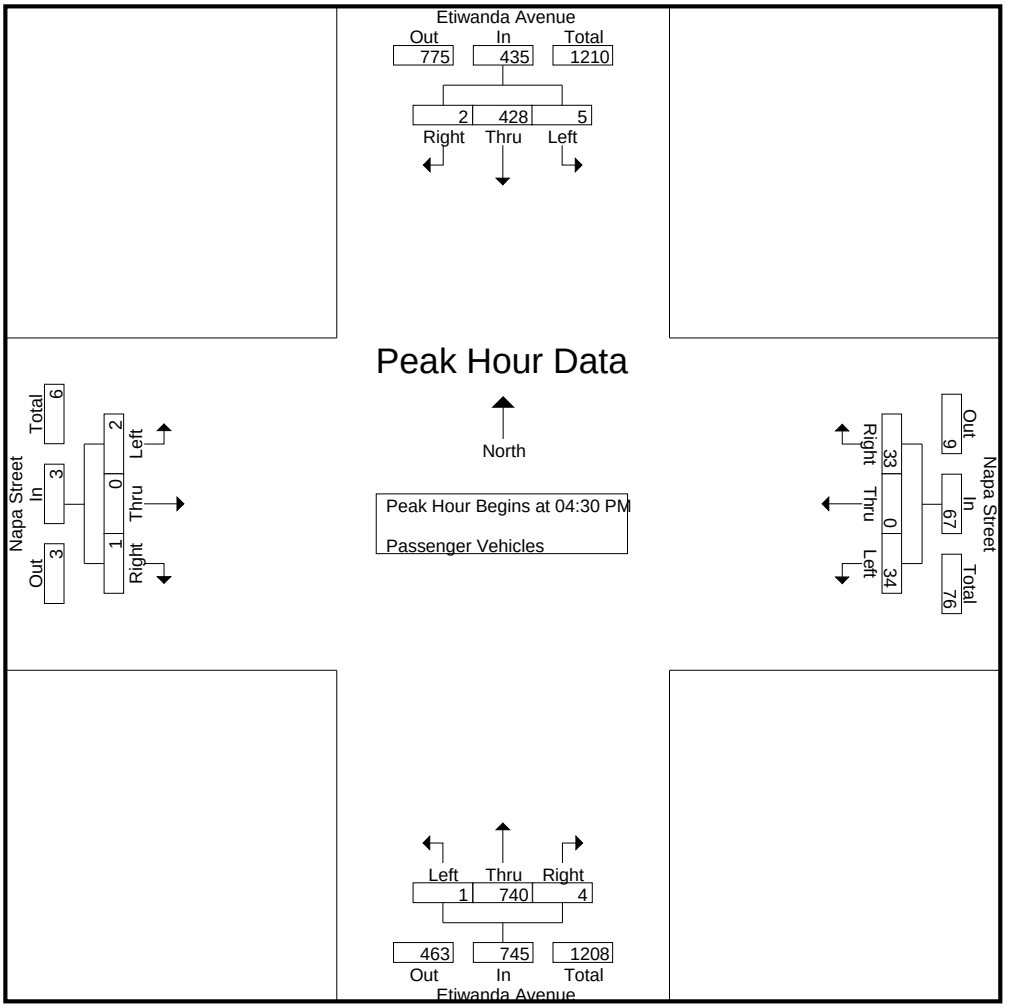
	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	107	0	111	7	0	1	8	1	197	4	202	0	0	0	0	321
04:15 PM	4	98	0	102	5	0	6	11	0	149	1	150	0	0	0	0	263
04:30 PM	1	90	0	91	13	0	13	26	0	183	1	184	0	0	0	0	301
04:45 PM	4	120	2	126	6	0	6	12	0	161	2	163	2	0	0	2	303
Total	13	415	2	430	31	0	26	57	1	690	8	699	2	0	0	2	1188
05:00 PM	0	99	0	99	8	0	11	19	0	178	1	179	0	0	0	0	297
05:15 PM	0	119	0	119	7	0	3	10	1	218	0	219	0	0	1	1	349
05:30 PM	2	82	0	84	8	0	9	17	0	166	1	167	0	0	0	0	268
05:45 PM	1	60	0	61	4	0	3	7	0	176	0	176	0	0	0	0	244
Total	3	360	0	363	27	0	26	53	1	738	2	741	0	0	1	1	1158
Grand Total	16	775	2	793	58	0	52	110	2	1428	10	1440	2	0	1	3	2346
Apprch %	2	97.7	0.3		52.7	0	47.3		0.1	99.2	0.7		66.7	0	33.3		
Total %	0.7	33	0.1	33.8	2.5	0	2.2	4.7	0.1	60.9	0.4	61.4	0.1	0	0	0.1	

	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	90	0	91	**13**	0	**13**	**26**	0	183	1	184	0	0	0	0	301
04:45 PM	**4**	**120**	**2**	**126**	6	0	6	12	0	161	**2**	163	**2**	0	0	**2**	303
05:00 PM	0	99	0	99	8	0	11	19	0	178	1	179	0	0	0	0	297
05:15 PM	0	119	0	119	7	0	3	10	**1**	**218**	0	**219**	0	0	**1**	1	**349**
Total Volume	5	428	2	435	34	0	33	67	1	740	4	745	2	0	1	3	1250
% App. Total	1.1	98.4	0.5		50.7	0	49.3		0.1	99.3	0.5		66.7	0	33.3		
PHF	.313	.892	.250	.863	.654	.000	.635	.644	.250	.849	.500	.850	.250	.000	.250	.375	.895

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Napa Street
Weather: Clear

File Name : 04_RNC_Etiwanda_Napa PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	90	0	91	**13**	0	**13**	**26**	0	183	1	184	0	0	0	0
+15 mins.	**4**	**120**	**2**	**126**	6	0	6	12	0	161	**2**	163	**2**	0	0	**2**
+30 mins.	0	99	0	99	8	0	11	19	0	178	1	179	0	0	0	0
+45 mins.	0	119	0	119	7	0	3	10	**1**	**218**	0	**219**	0	0	**1**	1
Total Volume	5	428	2	435	34	0	33	67	1	740	4	745	2	0	1	3
% App. Total	1.1	98.4	0.5		50.7	0	49.3		0.1	99.3	0.5		66.7	0	33.3	
PHF	.313	.892	.250	.863	.654	.000	.635	.644	.250	.849	.500	.850	.250	.000	.250	.375

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Napa Street
Weather: Clear

File Name : 04_RNC_Etiwanda_Napa PM
Site Code : 22520079
Start Date : 2/5/2020

Groups Printed- Large 2 Axle Vehicles

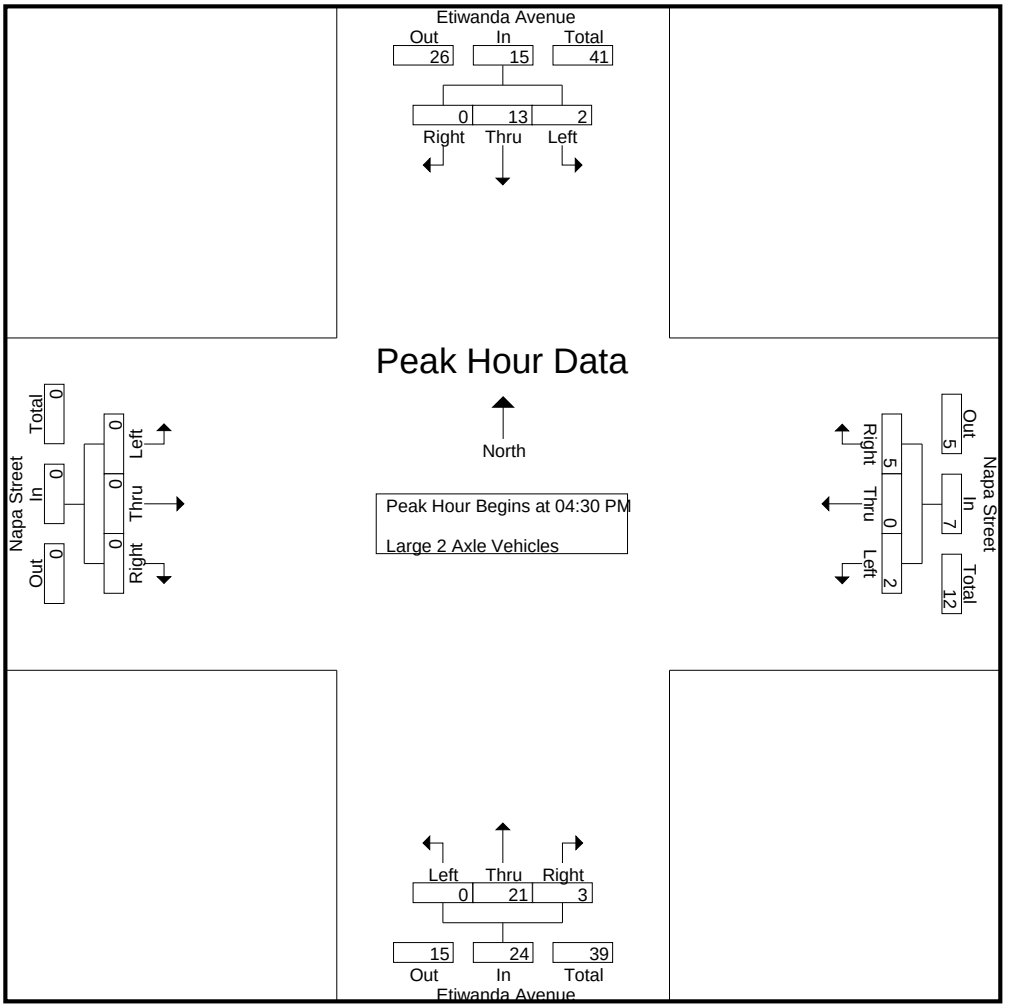
	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	10
04:15 PM	0	3	0	3	1	0	1	2	0	9	1	10	0	0	0	0	15
04:30 PM	0	5	0	5	1	0	5	6	0	2	1	3	0	0	0	0	14
04:45 PM	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0	12
Total	0	16	0	16	2	0	6	8	0	25	2	27	0	0	0	0	51
05:00 PM	0	2	0	2	1	0	0	1	0	4	0	4	0	0	0	0	7
05:15 PM	2	1	0	3	0	0	0	0	0	8	2	10	0	0	0	0	13
05:30 PM	0	2	0	2	1	0	1	2	0	3	0	3	0	0	0	0	7
05:45 PM	0	3	0	3	1	0	0	1	0	3	0	3	0	0	0	0	7
Total	2	8	0	10	3	0	1	4	0	18	2	20	0	0	0	0	34
Grand Total	2	24	0	26	5	0	7	12	0	43	4	47	0	0	0	0	85
Apprch %	7.7	92.3	0		41.7	0	58.3		0	91.5	8.5		0	0	0		
Total %	2.4	28.2	0	30.6	5.9	0	8.2	14.1	0	50.6	4.7	55.3	0	0	0	0	

	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**5**	0	**5**	**1**	0	**5**	**6**	0	2	1	3	0	0	0	0	**14**
04:45 PM	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0	12
05:00 PM	0	2	0	2	1	0	0	1	0	4	0	4	0	0	0	0	7
05:15 PM	**2**	1	0	3	0	0	0	0	0	**8**	**2**	**10**	0	0	0	0	13
Total Volume	2	13	0	15	2	0	5	7	0	21	3	24	0	0	0	0	46
% App. Total	13.3	86.7	0		28.6	0	71.4		0	87.5	12.5		0	0	0		
PHF	.250	.650	.000	.750	.500	.000	.250	.292	.000	.656	.375	.600	.000	.000	.000	.000	.821

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Napa Street
Weather: Clear

File Name : 04_RNC_Etiwanda_Napa PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**5**	0	**5**	**1**	0	**5**	**6**	0	2	1	3	0	0	0	0
+15 mins.	0	5	0	5	0	0	0	0	0	7	0	7	0	0	0	0
+30 mins.	0	2	0	2	1	0	0	1	0	4	0	4	0	0	0	0
+45 mins.	**2**	1	0	3	0	0	0	0	0	**8**	**2**	**10**	0	0	0	0
Total Volume	2	13	0	15	2	0	5	7	0	21	3	24	0	0	0	0
% App. Total	13.3	86.7	0		28.6	0	71.4		0	87.5	12.5		0	0	0	
PHF	.250	.650	.000	.750	.500	.000	.250	.292	.000	.656	.375	.600	.000	.000	.000	.000

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Napa Street
Weather: Clear

File Name : 04_RNC_Etiwanda_Napa PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 3 Axle Vehicles

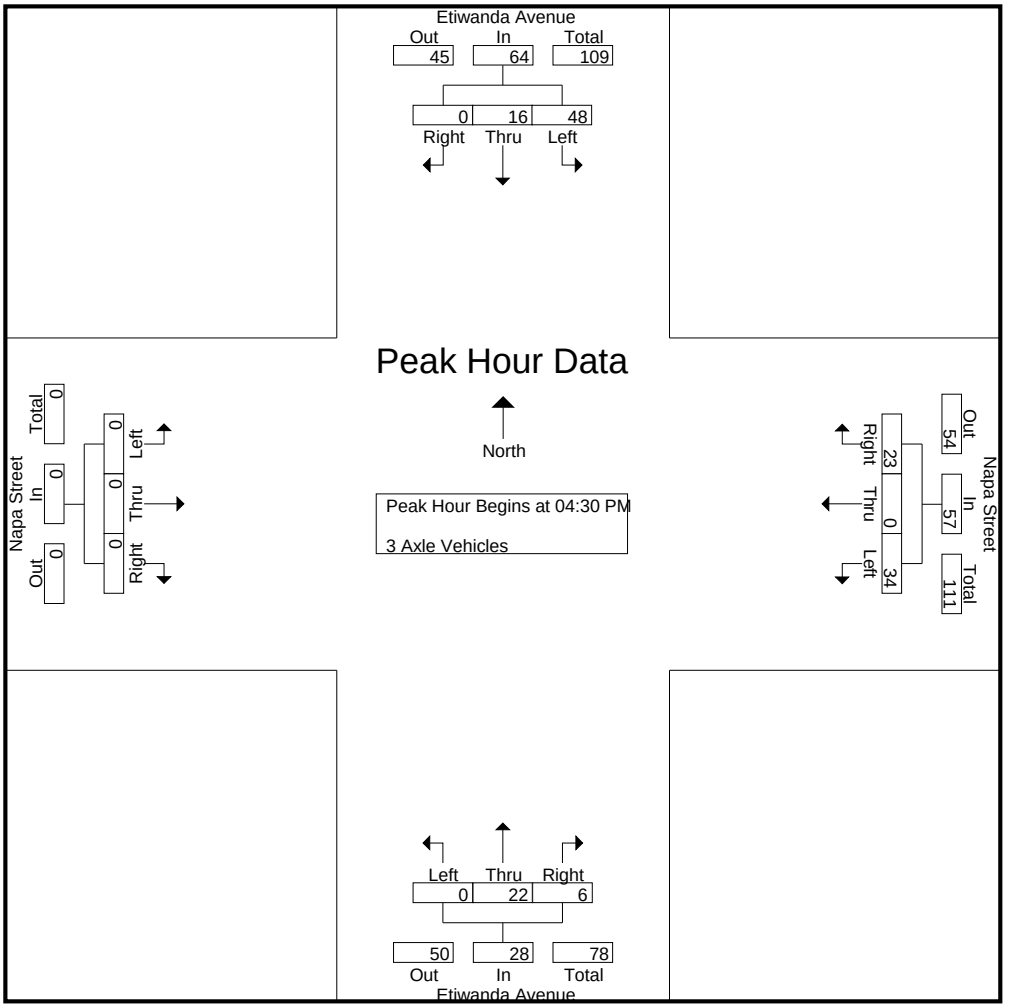
	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	2	0	11	2	0	0	2	1	4	4	9	0	0	0	0	22
04:15 PM	16	3	0	19	4	0	4	8	0	3	3	6	0	0	0	0	33
04:30 PM	10	5	0	15	11	0	9	20	0	5	2	7	0	0	0	0	42
04:45 PM	17	5	0	22	13	0	4	17	0	4	1	5	0	0	0	0	44
Total	52	15	0	67	30	0	17	47	1	16	10	27	0	0	0	0	141
05:00 PM	16	3	0	19	8	0	2	10	0	7	1	8	0	0	0	0	37
05:15 PM	5	3	0	8	2	0	8	10	0	6	2	8	0	0	0	0	26
05:30 PM	6	1	0	7	1	1	9	11	0	2	0	2	0	0	0	0	20
05:45 PM	5	4	0	9	4	0	17	21	0	2	0	2	0	0	0	0	32
Total	32	11	0	43	15	1	36	52	0	17	3	20	0	0	0	0	115
Grand Total	84	26	0	110	45	1	53	99	1	33	13	47	0	0	0	0	256
Apprch %	76.4	23.6	0		45.5	1	53.5		2.1	70.2	27.7		0	0	0		
Total %	32.8	10.2	0	43	17.6	0.4	20.7	38.7	0.4	12.9	5.1	18.4	0	0	0	0	

	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	10	**5**	0	15	11	0	**9**	**20**	0	5	**2**	7	0	0	0	0	42
04:45 PM	**17**	5	0	**22**	**13**	0	4	17	0	4	1	5	0	0	0	0	**44**
05:00 PM	16	3	0	19	8	0	2	10	0	**7**	1	**8**	0	0	0	0	37
05:15 PM	5	3	0	8	2	0	8	10	0	6	2	8	0	0	0	0	26
Total Volume	48	16	0	64	34	0	23	57	0	22	6	28	0	0	0	0	149
% App. Total	75	25	0		59.6	0	40.4		0	78.6	21.4		0	0	0		
PHF	.706	.800	.000	.727	.654	.000	.639	.713	.000	.786	.750	.875	.000	.000	.000	.000	.847

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Napa Street
Weather: Clear

File Name : 04_RNC_Etiwanda_Napa PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	10	**5**	0	15	11	0	**9**	**20**	0	5	**2**	7	0	0	0	0
+15 mins.	**17**	5	0	**22**	**13**	0	4	17	0	4	1	5	0	0	0	0
+30 mins.	16	3	0	19	8	0	2	10	0	**7**	1	**8**	0	0	0	0
+45 mins.	5	3	0	8	2	0	8	10	0	6	2	8	0	0	0	0
Total Volume	48	16	0	64	34	0	23	57	0	22	6	28	0	0	0	0
% App. Total	75	25	0		59.6	0	40.4		0	78.6	21.4		0	0	0	
PHF	.706	.800	.000	.727	.654	.000	.639	.713	.000	.786	.750	.875	.000	.000	.000	.000

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Napa Street
Weather: Clear

File Name : 04_RNC_Etiwanda_Napa PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 4+ Axle Trucks

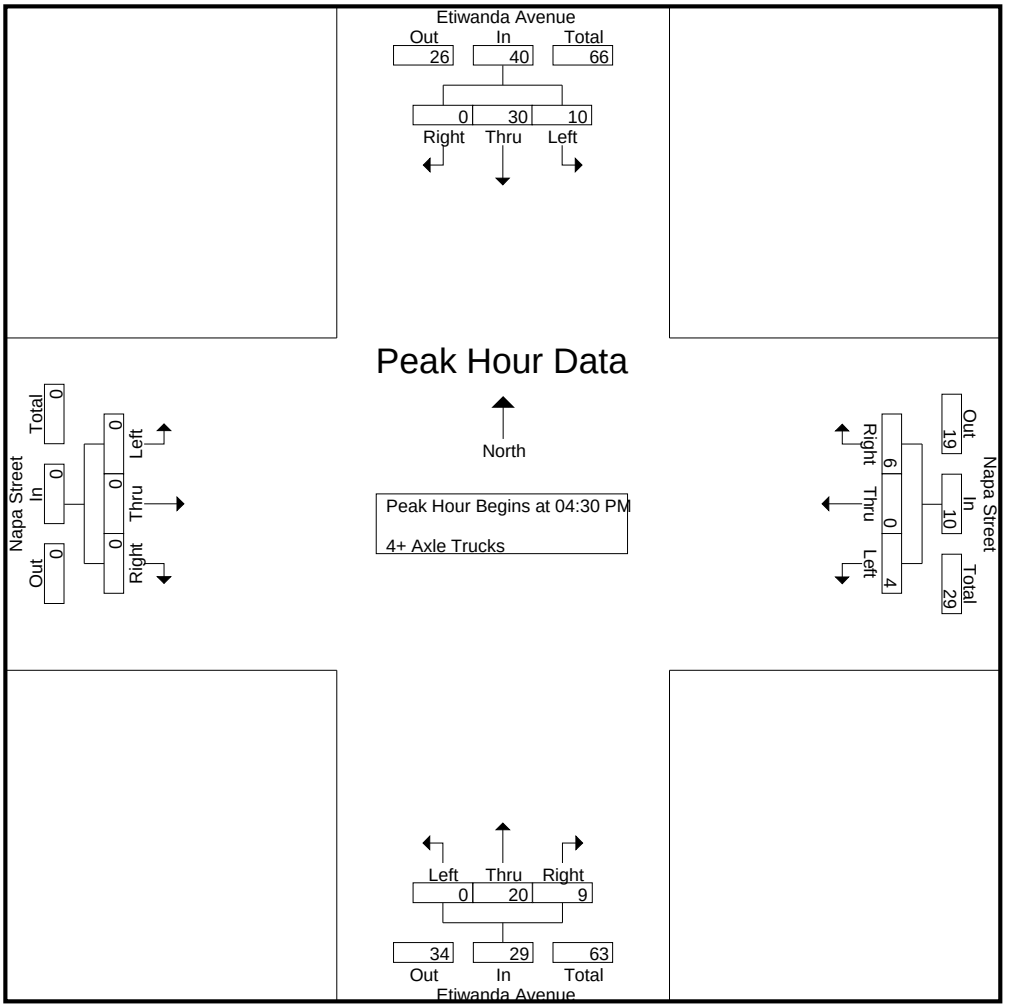
	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	5	0	7	0	0	0	0	0	13	1	14	0	0	0	0	21
04:15 PM	0	9	0	9	3	0	0	3	0	8	2	10	0	0	0	0	22
04:30 PM	4	11	0	15	1	0	1	2	0	4	2	6	0	0	0	0	23
04:45 PM	4	7	0	11	2	0	0	2	0	4	3	7	0	0	0	0	20
Total	10	32	0	42	6	0	1	7	0	29	8	37	0	0	0	0	86
05:00 PM	1	8	0	9	1	0	3	4	0	6	3	9	0	0	0	0	22
05:15 PM	1	4	0	5	0	0	2	2	0	6	1	7	0	0	0	0	14
05:30 PM	2	6	0	8	1	0	2	3	0	9	3	12	0	0	0	0	23
05:45 PM	1	6	0	7	1	0	3	4	0	9	0	9	0	0	0	0	20
Total	5	24	0	29	3	0	10	13	0	30	7	37	0	0	0	0	79
Grand Total	15	56	0	71	9	0	11	20	0	59	15	74	0	0	0	0	165
Apprch %	21.1	78.9	0		45	0	55		0	79.7	20.3		0	0	0		
Total %	9.1	33.9	0	43	5.5	0	6.7	12.1	0	35.8	9.1	44.8	0	0	0	0	

	Etiwanda Avenue Southbound				Napa Street Westbound				Etiwanda Avenue Northbound				Napa Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**4**	**11**	0	**15**	1	0	1	2	0	4	2	6	0	0	0	0	**23**
04:45 PM	4	7	0	11	**2**	0	0	2	0	4	**3**	7	0	0	0	0	20
05:00 PM	1	8	0	9	1	0	**3**	**4**	0	**6**	3	**9**	0	0	0	0	22
05:15 PM	1	4	0	5	0	0	2	2	0	6	1	7	0	0	0	0	14
Total Volume	10	30	0	40	4	0	6	10	0	20	9	29	0	0	0	0	79
% App. Total	25	75	0		40	0	60		0	69	31		0	0	0		
PHF	.625	.682	.000	.667	.500	.000	.500	.625	.000	.833	.750	.806	.000	.000	.000	.000	.859

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Napa Street
Weather: Clear

File Name : 04_RNC_Etiwanda_Napa PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**4**	**11**	0	**15**	1	0	1	2	0	4	2	6	0	0	0	0
+15 mins.	4	7	0	11	**2**	0	0	2	0	4	**3**	7	0	0	0	0
+30 mins.	1	8	0	9	1	0	**3**	**4**	0	**6**	3	**9**	0	0	0	0
+45 mins.	1	4	0	5	0	0	2	2	0	6	1	7	0	0	0	0
Total Volume	10	30	0	40	4	0	6	10	0	20	9	29	0	0	0	0
% App. Total	25	75	0		40	0	60		0	69	31		0	0	0	
PHF	.625	.682	.000	.667	.500	.000	.500	.625	.000	.833	.750	.806	.000	.000	.000	.000

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

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

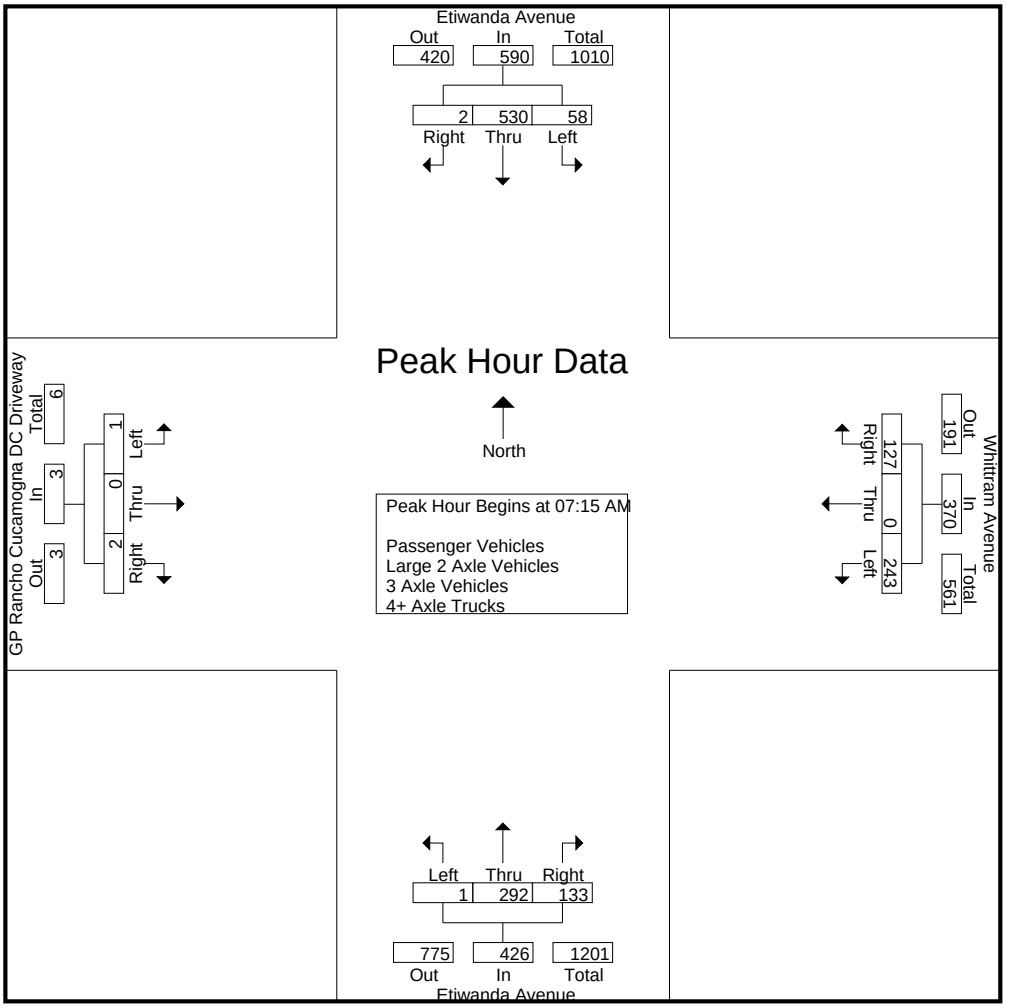
	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	14	122	0	136	52	0	19	71	0	73	25	98	0	0	0	0	305
07:15 AM	12	142	1	155	57	0	31	88	1	73	32	106	1	0	1	2	351
07:30 AM	10	140	0	150	76	0	41	117	0	79	33	112	0	0	0	0	379
07:45 AM	18	116	1	135	65	0	34	99	0	63	36	99	0	0	1	1	334
Total	54	520	2	576	250	0	125	375	1	288	126	415	1	0	2	3	1369
08:00 AM	18	132	0	150	45	0	21	66	0	77	32	109	0	0	0	0	325
08:15 AM	12	94	0	106	39	0	22	61	0	66	31	97	0	0	0	0	264
08:30 AM	10	73	1	84	43	0	13	56	0	51	23	74	0	0	1	1	215
08:45 AM	10	74	0	84	37	0	19	56	0	64	20	84	0	0	0	0	224
Total	50	373	1	424	164	0	75	239	0	258	106	364	0	0	1	1	1028
Grand Total	104	893	3	1000	414	0	200	614	1	546	232	779	1	0	3	4	2397
Apprch %	10.4	89.3	0.3		67.4	0	32.6		0.1	70.1	29.8		25	0	75		
Total %	4.3	37.3	0.1	41.7	17.3	0	8.3	25.6	0	22.8	9.7	32.5	0	0	0.1	0.2	
Passenger Vehicles	94	750	3	847	314	0	187	501	1	445	174	620	1	0	3	4	1972
% Passenger Vehicles	90.4	84	100	84.7	75.8	0	93.5	81.6	100	81.5	75	79.6	100	0	100	100	82.3
Large 2 Axle Vehicles	1	44	0	45	23	0	7	30	0	27	8	35	0	0	0	0	110
% Large 2 Axle Vehicles	1	4.9	0	4.5	5.6	0	3.5	4.9	0	4.9	3.4	4.5	0	0	0	0	4.6
3 Axle Vehicles	2	35	0	37	24	0	2	26	0	24	14	38	0	0	0	0	101
% 3 Axle Vehicles	1.9	3.9	0	3.7	5.8	0	1	4.2	0	4.4	6	4.9	0	0	0	0	4.2
4+ Axle Trucks	7	64	0	71	53	0	4	57	0	50	36	86	0	0	0	0	214
% 4+ Axle Trucks	6.7	7.2	0	7.1	12.8	0	2	9.3	0	9.2	15.5	11	0	0	0	0	8.9

	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	**142**	**1**	**155**	57	0	31	88	**1**	73	32	106	**1**	0	**1**	**2**	351
07:30 AM	10	140	0	150	**76**	0	**41**	**117**	0	**79**	33	**112**	0	0	0	0	**379**
07:45 AM	**18**	116	1	135	65	0	34	99	0	63	**36**	99	0	0	1	1	334
08:00 AM	18	132	0	150	45	0	21	66	0	77	32	109	0	0	0	0	325
Total Volume	58	530	2	590	243	0	127	370	1	292	133	426	1	0	2	3	1389
% App. Total	9.8	89.8	0.3		65.7	0	34.3		0.2	68.5	31.2		33.3	0	66.7		
PHF	.806	.933	.500	.952	.799	.000	.774	.791	.250	.924	.924	.951	.250	.000	.500	.375	.916

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	07:15 AM				07:00 AM				07:15 AM				07:00 AM			
+0 mins.	12	**142**	**1**	**155**	52	0	19	71	**1**	73	32	106	0	0	0	0
+15 mins.	10	140	0	150	57	0	31	88	0	**79**	33	**112**	**1**	0	**1**	**2**
+30 mins.	**18**	116	1	135	**76**	0	**41**	**117**	0	63	**36**	99	0	0	0	0
+45 mins.	18	132	0	150	65	0	34	99	0	77	32	109	0	0	1	1
Total Volume	58	530	2	590	250	0	125	375	1	292	133	426	1	0	2	3
% App. Total	9.8	89.8	0.3		66.7	0	33.3		0.2	68.5	31.2		33.3	0	66.7	
PHF	.806	.933	.500	.952	.822	.000	.762	.801	.250	.924	.924	.951	.250	.000	.500	.375

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

City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- Passenger Vehicles

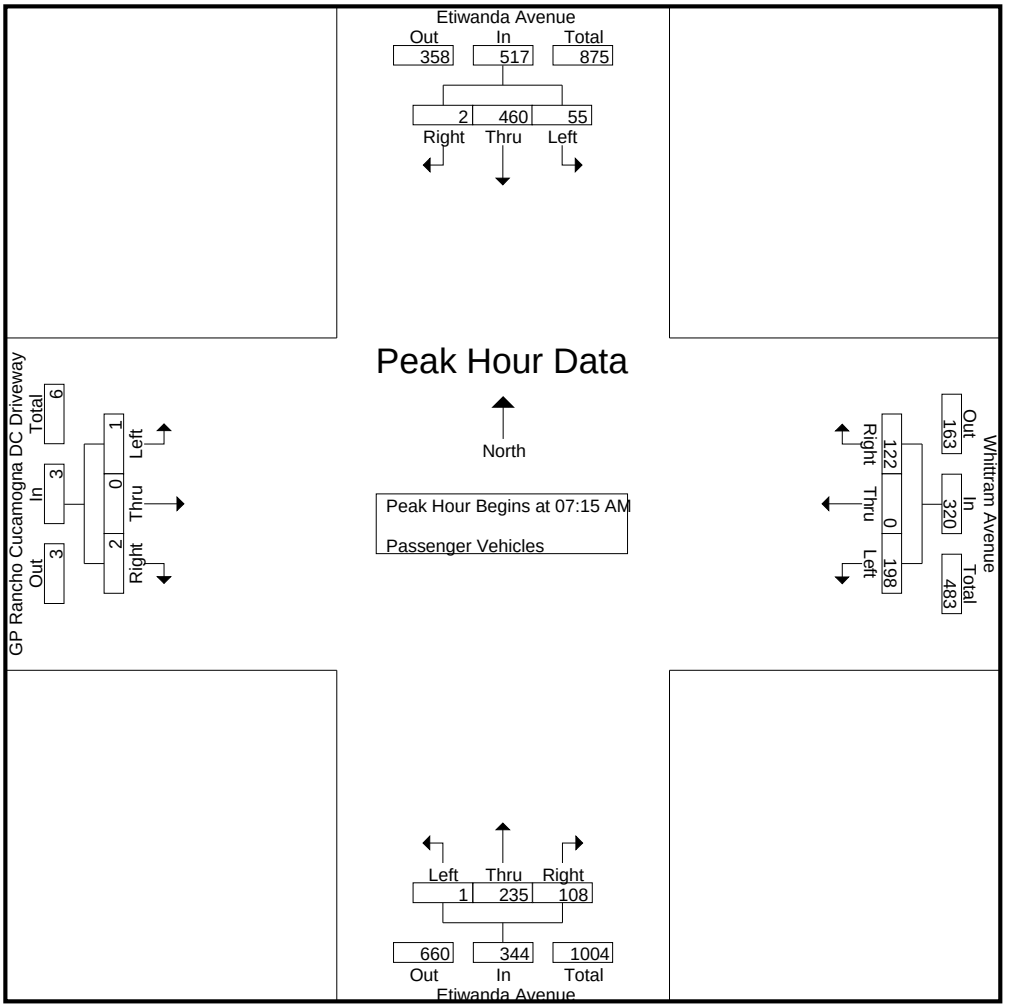
	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	13	106	0	119	33	0	15	48	0	61	17	78	0	0	0	0	245
07:15 AM	12	125	1	138	44	0	29	73	1	58	26	85	1	0	1	2	298
07:30 AM	9	125	0	134	61	0	41	102	0	63	28	91	0	0	0	0	327
07:45 AM	16	106	1	123	56	0	34	90	0	52	29	81	0	0	1	1	295
Total	50	462	2	514	194	0	119	313	1	234	100	335	1	0	2	3	1165
08:00 AM	18	104	0	122	37	0	18	55	0	62	25	87	0	0	0	0	264
08:15 AM	9	75	0	84	30	0	21	51	0	56	21	77	0	0	0	0	212
08:30 AM	9	57	1	67	24	0	12	36	0	42	16	58	0	0	1	1	162
08:45 AM	8	52	0	60	29	0	17	46	0	51	12	63	0	0	0	0	169
Total	44	288	1	333	120	0	68	188	0	211	74	285	0	0	1	1	807
Grand Total	94	750	3	847	314	0	187	501	1	445	174	620	1	0	3	4	1972
Apprch %	11.1	88.5	0.4		62.7	0	37.3		0.2	71.8	28.1		25	0	75		
Total %	4.8	38	0.2	43	15.9	0	9.5	25.4	0.1	22.6	8.8	31.4	0.1	0	0.2	0.2	

	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	**125**	**1**	**138**	44	0	29	73	**1**	58	26	85	**1**	0	**1**	**2**	298
07:30 AM	9	125	0	134	**61**	0	**41**	**102**	0	**63**	28	**91**	0	0	0	0	**327**
07:45 AM	16	106	1	123	56	0	34	90	0	52	**29**	81	0	0	1	1	295
08:00 AM	**18**	104	0	122	37	0	18	55	0	62	25	87	0	0	0	0	264
Total Volume	55	460	2	517	198	0	122	320	1	235	108	344	1	0	2	3	1184
% App. Total	10.6	89	0.4		61.9	0	38.1		0.3	68.3	31.4		33.3	0	66.7		
PHF	.764	.920	.500	.937	.811	.000	.744	.784	.250	.933	.931	.945	.250	.000	.500	.375	.905

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

City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	12	**125**	**1**	**138**	44	0	29	73	**1**	58	26	85	**1**	0	**1**	**2**
+15 mins.	9	125	0	134	**61**	0	**41**	**102**	0	**63**	28	**91**	0	0	0	0
+30 mins.	16	106	1	123	56	0	34	90	0	52	**29**	81	0	0	1	1
+45 mins.	**18**	104	0	122	37	0	18	55	0	62	25	87	0	0	0	0
Total Volume	55	460	2	517	198	0	122	320	1	235	108	344	1	0	2	3
% App. Total	10.6	89	0.4		61.9	0	38.1		0.3	68.3	31.4		33.3	0	66.7	
PHF	.764	.920	.500	.937	.811	.000	.744	.784	.250	.933	.931	.945	.250	.000	.500	.375

Counts Unlimited
PO Box 1178
Corona, CA 92878
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- Large 2 Axle Vehicles

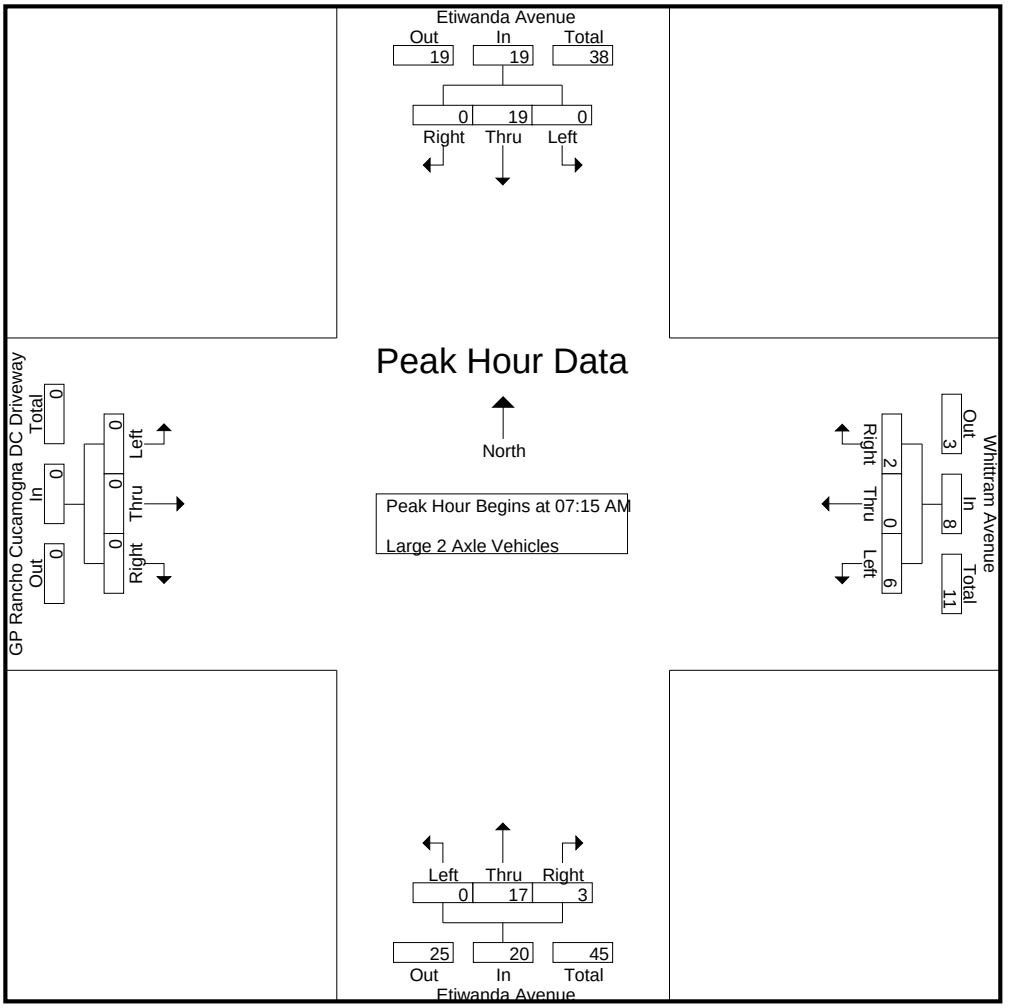
	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	8	0	8	8	0	3	11	0	2	1	3	0	0	0	0	22
07:15 AM	0	6	0	6	3	0	0	3	0	5	0	5	0	0	0	0	14
07:30 AM	0	8	0	8	1	0	0	1	0	5	0	5	0	0	0	0	14
07:45 AM	0	0	0	0	1	0	0	1	0	3	1	4	0	0	0	0	5
Total	0	22	0	22	13	0	3	16	0	15	2	17	0	0	0	0	55
08:00 AM	0	5	0	5	1	0	2	3	0	4	2	6	0	0	0	0	14
08:15 AM	0	7	0	7	1	0	1	2	0	3	0	3	0	0	0	0	12
08:30 AM	0	4	0	4	6	0	0	6	0	3	2	5	0	0	0	0	15
08:45 AM	1	6	0	7	2	0	1	3	0	2	2	4	0	0	0	0	14
Total	1	22	0	23	10	0	4	14	0	12	6	18	0	0	0	0	55
Grand Total	1	44	0	45	23	0	7	30	0	27	8	35	0	0	0	0	110
Apprch %	2.2	97.8	0		76.7	0	23.3		0	77.1	22.9		0	0	0		
Total %	0.9	40	0	40.9	20.9	0	6.4	27.3	0	24.5	7.3	31.8	0	0	0	0	

	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	6	0	6	**3**	0	0	**3**	0	**5**	0	5	0	0	0	0	**14**
07:30 AM	0	**8**	0	**8**	1	0	0	1	0	5	0	5	0	0	0	0	14
07:45 AM	0	0	0	0	1	0	0	1	0	3	1	4	0	0	0	0	5
08:00 AM	0	5	0	5	1	0	**2**	3	0	4	**2**	**6**	0	0	0	0	14
Total Volume	0	19	0	19	6	0	2	8	0	17	3	20	0	0	0	0	47
% App. Total	0	100	0		75	0	25		0	85	15		0	0	0		
PHF	.000	.594	.000	.594	.500	.000	.250	.667	.000	.850	.375	.833	.000	.000	.000	.000	.839

Counts Unlimited
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Corona, CA 92878
(951) 268-6268

City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	6	0	6	**3**	0	0	**3**	0	**5**	0	5	0	0	0	0
+15 mins.	0	**8**	0	**8**	1	0	0	1	0	5	0	5	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	3	1	4	0	0	0	0
+45 mins.	0	5	0	5	1	0	**2**	3	0	4	**2**	**6**	0	0	0	0
Total Volume	0	19	0	19	6	0	2	8	0	17	3	20	0	0	0	0
% App. Total	0	100	0		75	0	25		0	85	15		0	0	0	
PHF	.000	.594	.000	.594	.500	.000	.250	.667	.000	.850	.375	.833	.000	.000	.000	.000

Counts Unlimited
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Corona, CA 92878
(951) 268-6268

City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 3 Axle Vehicles

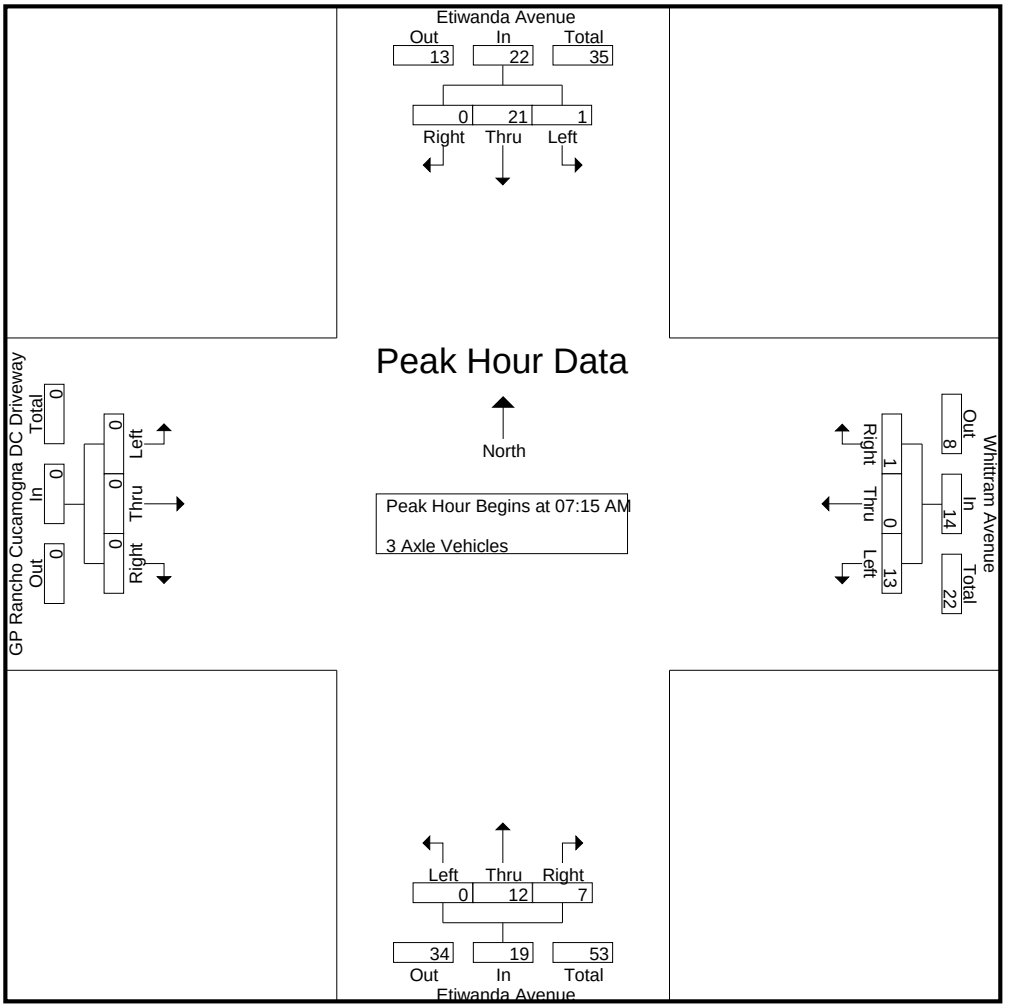
	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	5	0	6	2	0	1	3	0	2	2	4	0	0	0	0	13
07:15 AM	0	4	0	4	1	0	1	2	0	3	2	5	0	0	0	0	11
07:30 AM	1	2	0	3	8	0	0	8	0	4	1	5	0	0	0	0	16
07:45 AM	0	2	0	2	2	0	0	2	0	1	2	3	0	0	0	0	7
Total	2	13	0	15	13	0	2	15	0	10	7	17	0	0	0	0	47
08:00 AM	0	13	0	13	2	0	0	2	0	4	2	6	0	0	0	0	21
08:15 AM	0	3	0	3	4	0	0	4	0	2	3	5	0	0	0	0	12
08:30 AM	0	2	0	2	4	0	0	4	0	3	1	4	0	0	0	0	10
08:45 AM	0	4	0	4	1	0	0	1	0	5	1	6	0	0	0	0	11
Total	0	22	0	22	11	0	0	11	0	14	7	21	0	0	0	0	54
Grand Total	2	35	0	37	24	0	2	26	0	24	14	38	0	0	0	0	101
Apprch %	5.4	94.6	0		92.3	0	7.7		0	63.2	36.8		0	0	0		
Total %	2	34.7	0	36.6	23.8	0	2	25.7	0	23.8	13.9	37.6	0	0	0	0	

	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	4	0	4	1	0	**1**	2	0	3	**2**	5	0	0	0	0	11
07:30 AM	**1**	2	0	3	**8**	0	0	**8**	0	**4**	1	5	0	0	0	0	16
07:45 AM	0	2	0	2	2	0	0	2	0	1	2	3	0	0	0	0	7
08:00 AM	0	**13**	0	**13**	2	0	0	2	0	4	2	**6**	0	0	0	0	**21**
Total Volume	1	21	0	22	13	0	1	14	0	12	7	19	0	0	0	0	55
% App. Total	4.5	95.5	0		92.9	0	7.1		0	63.2	36.8		0	0	0		
PHF	.250	.404	.000	.423	.406	.000	.250	.438	.000	.750	.875	.792	.000	.000	.000	.000	.655

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

City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram AM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	4	0	4	1	0	**1**	2	0	3	**2**	5	0	0	0	0
+15 mins.	**1**	2	0	3	**8**	0	0	**8**	0	**4**	1	5	0	0	0	0
+30 mins.	0	2	0	2	2	0	0	2	0	1	2	3	0	0	0	0
+45 mins.	0	**13**	0	**13**	2	0	0	2	0	4	2	**6**	0	0	0	0
Total Volume	1	21	0	22	13	0	1	14	0	12	7	19	0	0	0	0
% App. Total	4.5	95.5	0		92.9	0	7.1		0	63.2	36.8		0	0	0	
PHF	.250	.404	.000	.423	.406	.000	.250	.438	.000	.750	.875	.792	.000	.000	.000	.000

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram AM
Site Code : 22520079
Start Date : 2/5/2020

Groups Printed- 4+ Axle Trucks

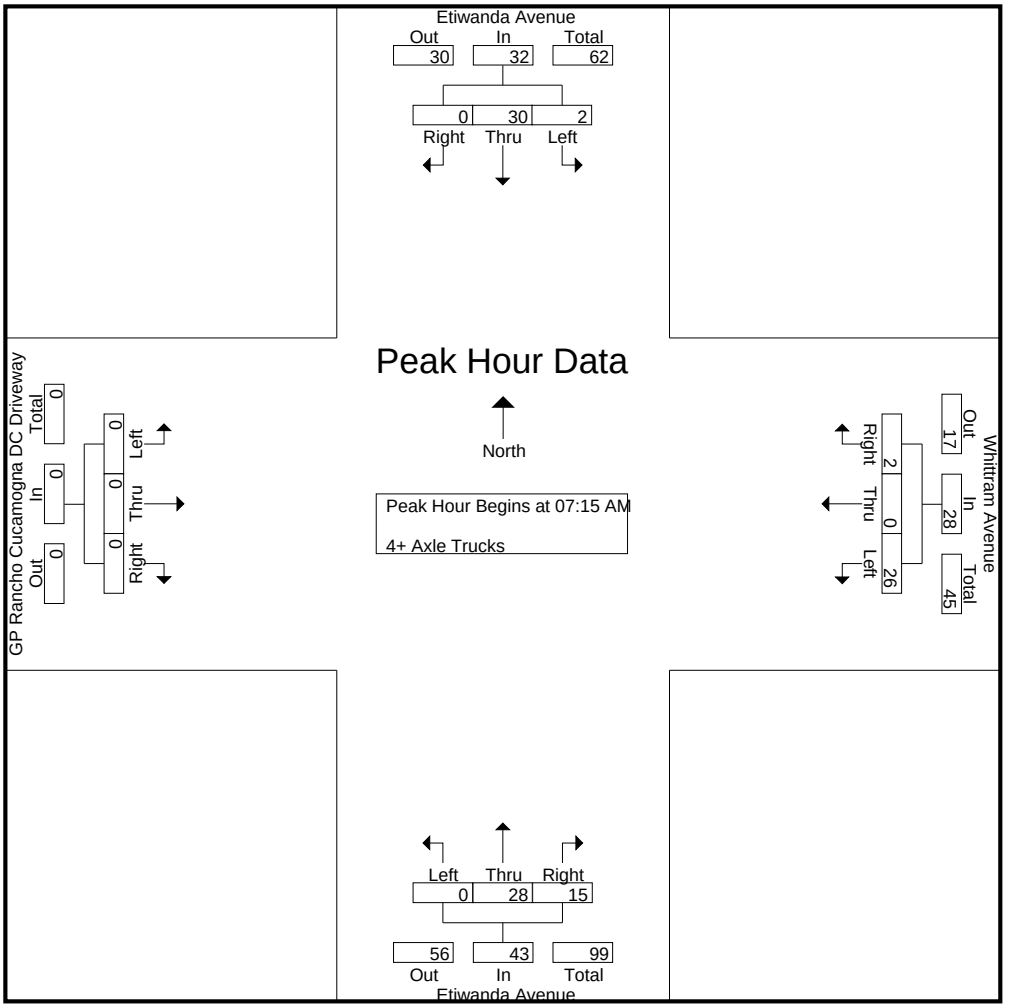
	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	9	0	0	9	0	8	5	13	0	0	0	0	25
07:15 AM	0	7	0	7	9	0	1	10	0	7	4	11	0	0	0	0	28
07:30 AM	0	5	0	5	6	0	0	6	0	7	4	11	0	0	0	0	22
07:45 AM	2	8	0	10	6	0	0	6	0	7	4	11	0	0	0	0	27
Total	2	23	0	25	30	0	1	31	0	29	17	46	0	0	0	0	102
08:00 AM	0	10	0	10	5	0	1	6	0	7	3	10	0	0	0	0	26
08:15 AM	3	9	0	12	4	0	0	4	0	5	7	12	0	0	0	0	28
08:30 AM	1	10	0	11	9	0	1	10	0	3	4	7	0	0	0	0	28
08:45 AM	1	12	0	13	5	0	1	6	0	6	5	11	0	0	0	0	30
Total	5	41	0	46	23	0	3	26	0	21	19	40	0	0	0	0	112
Grand Total	7	64	0	71	53	0	4	57	0	50	36	86	0	0	0	0	214
Apprch %	9.9	90.1	0		93	0	7		0	58.1	41.9		0	0	0		
Total %	3.3	29.9	0	33.2	24.8	0	1.9	26.6	0	23.4	16.8	40.2	0	0	0	0	

	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	7	0	7	**9**	0	**1**	**10**	0	**7**	**4**	**11**	0	0	0	0	**28**
07:30 AM	0	5	0	5	6	0	0	6	0	7	4	11	0	0	0	0	22
07:45 AM	**2**	8	0	**10**	6	0	0	6	0	7	4	11	0	0	0	0	27
08:00 AM	0	**10**	0	10	5	0	1	6	0	7	3	10	0	0	0	0	26
Total Volume	2	30	0	32	26	0	2	28	0	28	15	43	0	0	0	0	103
% App. Total	6.2	93.8	0		92.9	0	7.1		0	65.1	34.9		0	0	0		
PHF	.250	.750	.000	.800	.722	.000	.500	.700	.000	1.00	.938	.977	.000	.000	.000	.000	.920

Counts Unlimited
PO Box 1178
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram AM
Site Code : 22520079
Start Date : 2/5/2020



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	7	0	7	**9**	0	**1**	**10**	0	**7**	**4**	**11**	0	0	0	0
+15 mins.	0	5	0	5	6	0	0	6	0	7	4	11	0	0	0	0
+30 mins.	**2**	8	0	**10**	6	0	0	6	0	7	4	11	0	0	0	0
+45 mins.	0	**10**	0	10	5	0	1	6	0	7	3	10	0	0	0	0
Total Volume	2	30	0	32	26	0	2	28	0	28	15	43	0	0	0	0
% App. Total	6.2	93.8	0		92.9	0	7.1		0	65.1	34.9		0	0	0	
PHF	.250	.750	.000	.800	.722	.000	.500	.700	.000	1.000	.938	.977	.000	.000	.000	.000

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

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

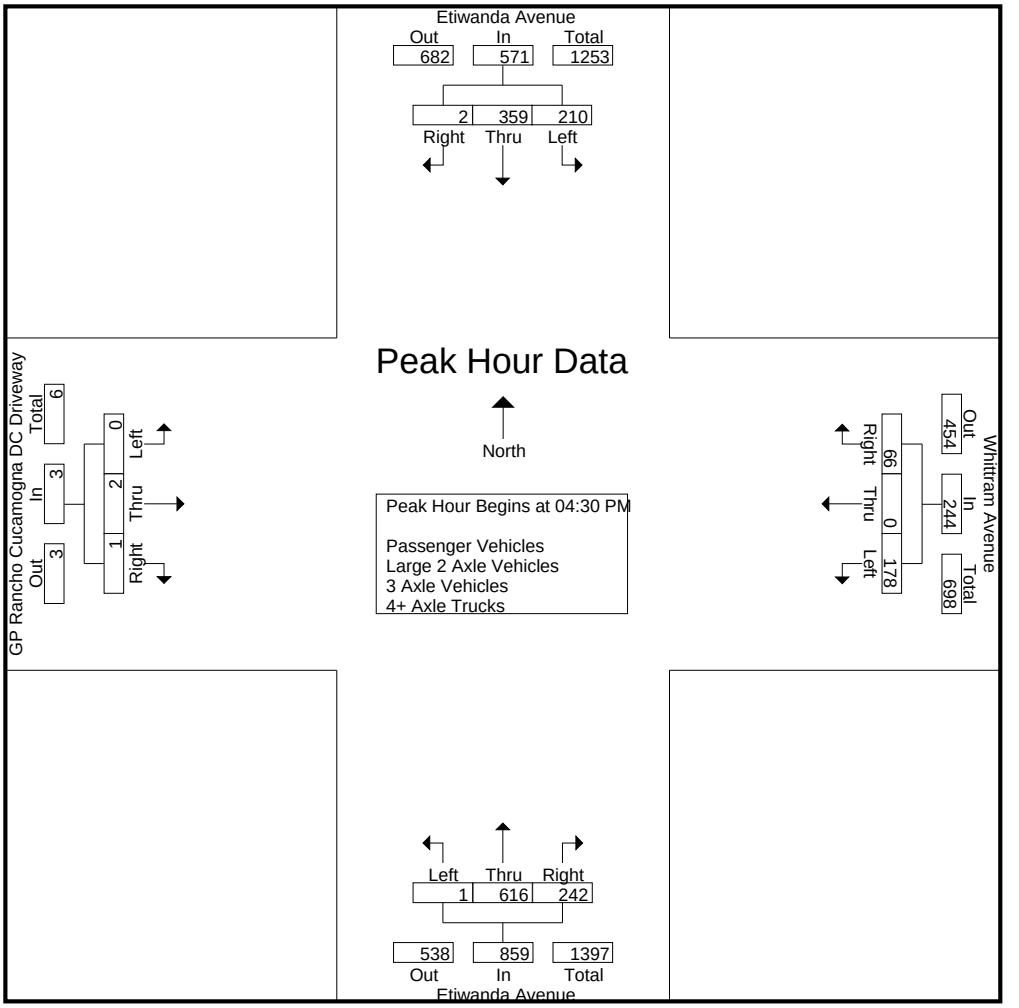
	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	37	87	0	124	49	0	19	68	0	145	49	194	0	0	0	0	386
04:15 PM	40	90	0	130	40	0	17	57	0	148	51	199	0	0	0	0	386
04:30 PM	54	75	1	130	48	0	12	60	0	153	52	205	0	1	0	1	396
04:45 PM	40	99	1	140	48	0	22	70	1	141	60	202	0	1	1	2	414
Total	171	351	2	524	185	0	70	255	1	587	212	800	0	2	1	3	1582
05:00 PM	59	90	0	149	45	0	20	65	0	161	47	208	0	0	0	0	422
05:15 PM	57	95	0	152	37	0	12	49	0	161	83	244	0	0	0	0	445
05:30 PM	55	71	0	126	33	0	17	50	0	160	53	213	0	0	0	0	389
05:45 PM	48	66	0	114	20	0	9	29	0	166	62	228	0	0	0	0	371
Total	219	322	0	541	135	0	58	193	0	648	245	893	0	0	0	0	1627
Grand Total	390	673	2	1065	320	0	128	448	1	1235	457	1693	0	2	1	3	3209
Apprch %	36.6	63.2	0.2		71.4	0	28.6		0.1	72.9	27		0	66.7	33.3		
Total %	12.2	21	0.1	33.2	10	0	4	14	0	38.5	14.2	52.8	0	0.1	0	0.1	
Passenger Vehicles	367	538	2	907	267	0	127	394	1	1153	342	1496	0	2	1	3	2800
% Passenger Vehicles	94.1	79.9	100	85.2	83.4	0	99.2	87.9	100	93.4	74.8	88.4	0	100	100	100	87.3
Large 2 Axle Vehicles	4	22	0	26	6	0	0	6	0	22	25	47	0	0	0	0	79
% Large 2 Axle Vehicles	1	3.3	0	2.4	1.9	0	0	1.3	0	1.8	5.5	2.8	0	0	0	0	2.5
3 Axle Vehicles	6	64	0	70	27	0	0	27	0	18	63	81	0	0	0	0	178
% 3 Axle Vehicles	1.5	9.5	0	6.6	8.4	0	0	6	0	1.5	13.8	4.8	0	0	0	0	5.5
4+ Axle Trucks	13	49	0	62	20	0	1	21	0	42	27	69	0	0	0	0	152
% 4+ Axle Trucks	3.3	7.3	0	5.8	6.2	0	0.8	4.7	0	3.4	5.9	4.1	0	0	0	0	4.7

	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	54	75	**1**	130	**48**	0	12	60	0	153	52	205	0	**1**	0	1	396
04:45 PM	40	**99**	1	140	48	0	**22**	**70**	**1**	141	60	202	0	1	**1**	**2**	414
05:00 PM	**59**	90	0	149	45	0	20	65	0	**161**	47	208	0	0	0	0	422
05:15 PM	57	95	0	**152**	37	0	12	49	0	161	**83**	**244**	0	0	0	0	**445**
Total Volume	210	359	2	571	178	0	66	244	1	616	242	859	0	2	1	3	1677
% App. Total	36.8	62.9	0.4		73	0	27		0.1	71.7	28.2		0	66.7	33.3		
PHF	.890	.907	.500	.939	.927	.000	.750	.871	.250	.957	.729	.880	.000	.500	.250	.375	.942

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



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

	04:30 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	54	75	**1**	130	**49**	0	19	68	0	161	47	208	0	0	0	0
+15 mins.	40	**99**	1	140	40	0	17	57	0	161	**83**	**244**	0	0	0	0
+30 mins.	**59**	90	0	149	48	0	12	60	0	160	53	213	0	**1**	0	1
+45 mins.	57	95	0	**152**	48	0	**22**	**70**	0	**166**	62	228	0	1	**1**	**2**
Total Volume	210	359	2	571	185	0	70	255	0	648	245	893	0	2	1	3
% App. Total	36.8	62.9	0.4		72.5	0	27.5		0	72.6	27.4		0	66.7	33.3	
PHF	.890	.907	.500	.939	.944	.000	.795	.911	.000	.976	.738	.915	.000	.500	.250	.375

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- Passenger Vehicles

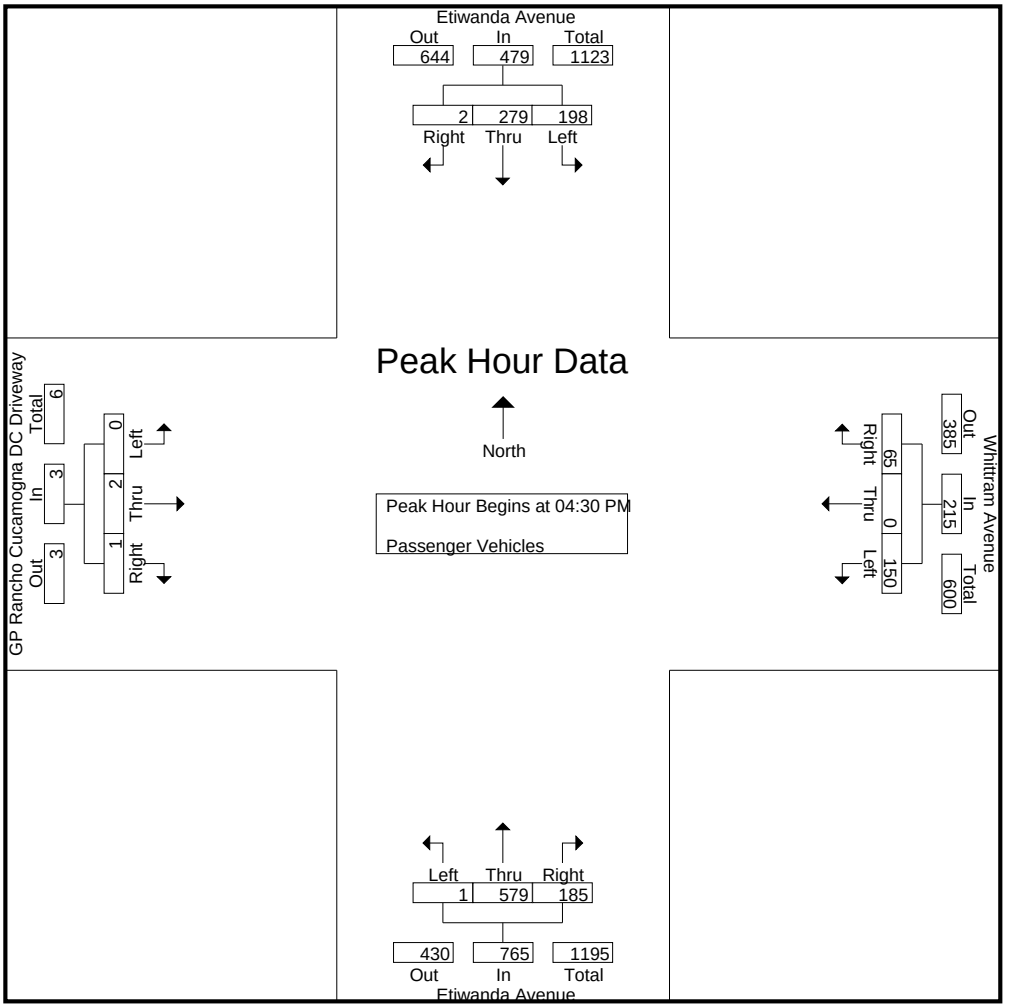
	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	34	77	0	111	42	0	19	61	0	132	39	171	0	0	0	0	343
04:15 PM	36	70	0	106	32	0	17	49	0	140	35	175	0	0	0	0	330
04:30 PM	52	54	1	107	36	0	11	47	0	145	43	188	0	1	0	1	343
04:45 PM	37	74	1	112	43	0	22	65	1	136	43	180	0	1	1	2	359
Total	159	275	2	436	153	0	69	222	1	553	160	714	0	2	1	3	1375
05:00 PM	56	70	0	126	37	0	20	57	0	152	37	189	0	0	0	0	372
05:15 PM	53	81	0	134	34	0	12	46	0	146	62	208	0	0	0	0	388
05:30 PM	54	60	0	114	28	0	17	45	0	148	37	185	0	0	0	0	344
05:45 PM	45	52	0	97	15	0	9	24	0	154	46	200	0	0	0	0	321
Total	208	263	0	471	114	0	58	172	0	600	182	782	0	0	0	0	1425
Grand Total	367	538	2	907	267	0	127	394	1	1153	342	1496	0	2	1	3	2800
Apprch %	40.5	59.3	0.2		67.8	0	32.2		0.1	77.1	22.9		0	66.7	33.3		
Total %	13.1	19.2	0.1	32.4	9.5	0	4.5	14.1	0	41.2	12.2	53.4	0	0.1	0	0.1	

	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	52	54	**1**	107	36	0	11	47	0	145	43	188	0	**1**	0	1	343
04:45 PM	37	74	1	112	**43**	0	**22**	**65**	**1**	136	43	180	0	1	**1**	**2**	359
05:00 PM	**56**	70	0	126	37	0	20	57	0	**152**	37	189	0	0	0	0	372
05:15 PM	53	**81**	0	**134**	34	0	12	46	0	146	**62**	**208**	0	0	0	0	**388**
Total Volume	198	279	2	479	150	0	65	215	1	579	185	765	0	2	1	3	1462
% App. Total	41.3	58.2	0.4		69.8	0	30.2		0.1	75.7	24.2		0	66.7	33.3		
PHF	.884	.861	.500	.894	.872	.000	.739	.827	.250	.952	.746	.919	.000	.500	.250	.375	.942

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	52	54	**1**	107	36	0	11	47	0	145	43	188	0	**1**	0	1
+15 mins.	37	74	1	112	**43**	0	**22**	**65**	**1**	136	43	180	0	1	**1**	**2**
+30 mins.	**56**	70	0	126	37	0	20	57	0	**152**	37	189	0	0	0	0
+45 mins.	53	**81**	0	**134**	34	0	12	46	0	146	**62**	**208**	0	0	0	0
Total Volume	198	279	2	479	150	0	65	215	1	579	185	765	0	2	1	3
% App. Total	41.3	58.2	0.4		69.8	0	30.2		0.1	75.7	24.2		0	66.7	33.3	
PHF	.884	.861	.500	.894	.872	.000	.739	.827	.250	.952	.746	.919	.000	.500	.250	.375

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- Large 2 Axle Vehicles

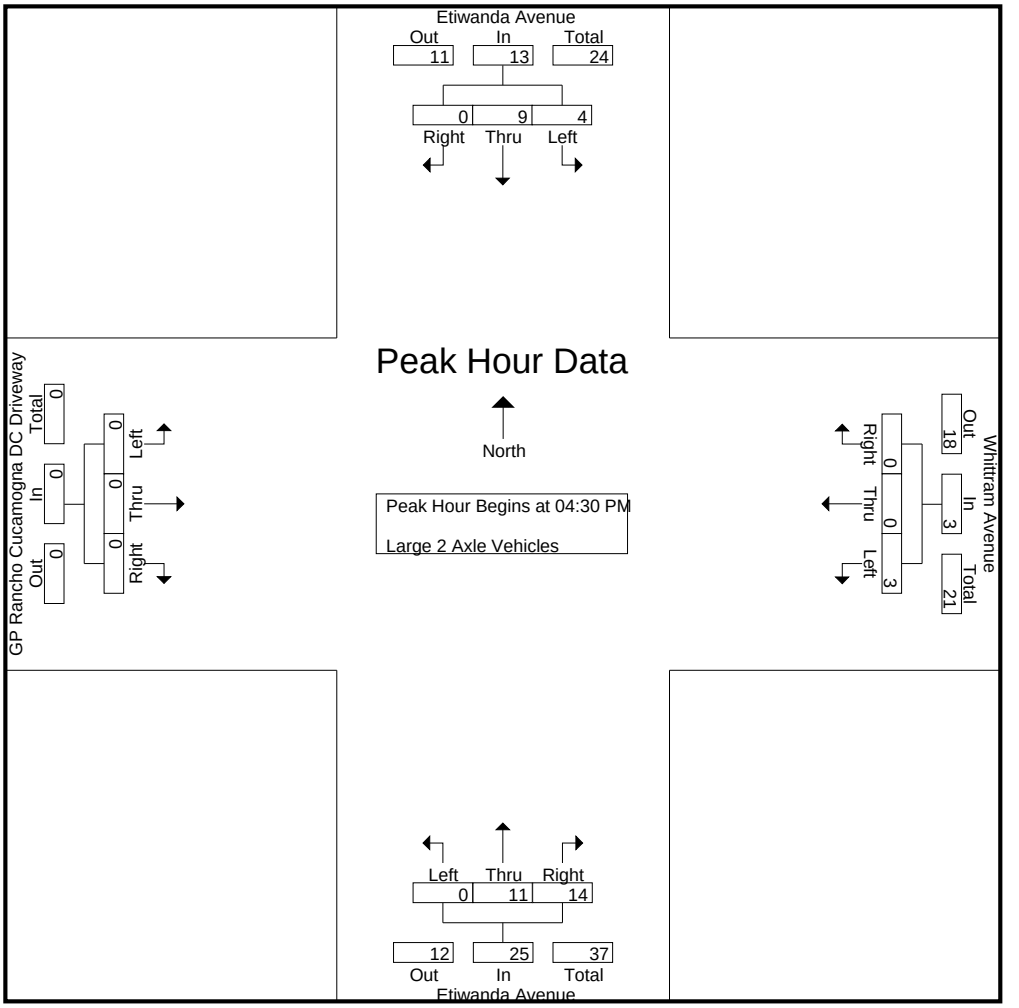
	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	1	0	0	1	0	1	2	3	0	0	0	0	6
04:15 PM	0	3	0	3	1	0	0	1	0	4	5	9	0	0	0	0	13
04:30 PM	0	3	0	3	3	0	0	3	0	2	1	3	0	0	0	0	9
04:45 PM	1	3	0	4	0	0	0	0	0	4	4	8	0	0	0	0	12
Total	1	11	0	12	5	0	0	5	0	11	12	23	0	0	0	0	40
05:00 PM	1	1	0	2	0	0	0	0	0	3	1	4	0	0	0	0	6
05:15 PM	2	2	0	4	0	0	0	0	0	2	8	10	0	0	0	0	14
05:30 PM	0	5	0	5	0	0	0	0	0	4	3	7	0	0	0	0	12
05:45 PM	0	3	0	3	1	0	0	1	0	2	1	3	0	0	0	0	7
Total	3	11	0	14	1	0	0	1	0	11	13	24	0	0	0	0	39
Grand Total	4	22	0	26	6	0	0	6	0	22	25	47	0	0	0	0	79
Apprch %	15.4	84.6	0		100	0	0		0	46.8	53.2		0	0	0		
Total %	5.1	27.8	0	32.9	7.6	0	0	7.6	0	27.8	31.6	59.5	0	0	0	0	

	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**3**	0	3	**3**	0	0	**3**	0	2	1	3	0	0	0	0	9
04:45 PM	1	3	0	**4**	0	0	0	0	0	**4**	4	8	0	0	0	0	12
05:00 PM	1	1	0	2	0	0	0	0	0	3	1	4	0	0	0	0	6
05:15 PM	**2**	2	0	4	0	0	0	0	0	2	**8**	**10**	0	0	0	0	**14**
Total Volume	4	9	0	13	3	0	0	3	0	11	14	25	0	0	0	0	41
% App. Total	30.8	69.2	0		100	0	0		0	44	56		0	0	0		
PHF	.500	.750	.000	.813	.250	.000	.000	.250	.000	.688	.438	.625	.000	.000	.000	.000	.732

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**3**	0	3	**3**	0	0	**3**	0	2	1	3	0	0	0	0
+15 mins.	1	3	0	**4**	0	0	0	0	0	**4**	4	8	0	0	0	0
+30 mins.	1	1	0	2	0	0	0	0	0	3	1	4	0	0	0	0
+45 mins.	**2**	2	0	4	0	0	0	0	0	2	**8**	**10**	0	0	0	0
Total Volume	4	9	0	13	3	0	0	3	0	11	14	25	0	0	0	0
% App. Total	30.8	69.2	0		100	0	0		0	44	56		0	0	0	
PHF	.500	.750	.000	.813	.250	.000	.000	.250	.000	.688	.438	.625	.000	.000	.000	.000

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram PM
Site Code : 22520079
Start Date : 2/5/2020

Groups Printed- 3 Axle Vehicles

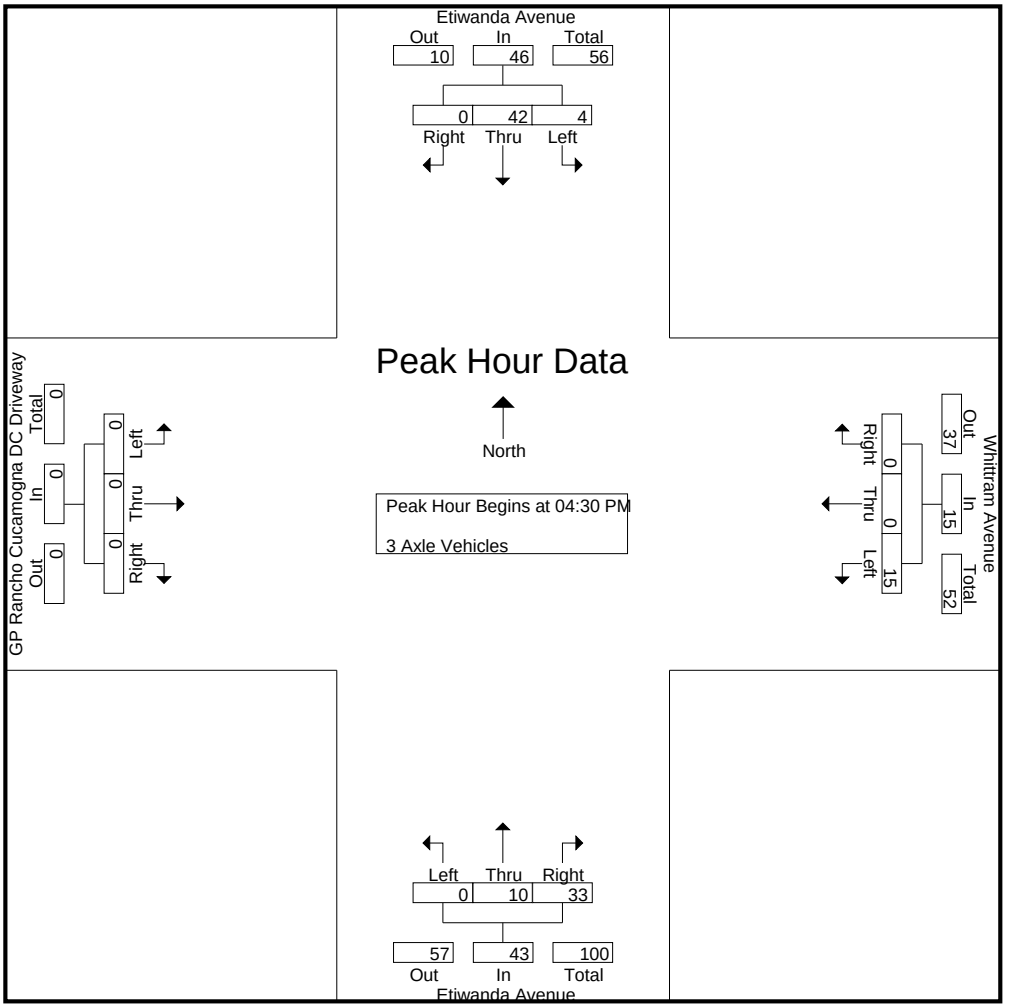
	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	5	0	5	4	0	0	4	0	3	1	4	0	0	0	0	13
04:15 PM	0	11	0	11	5	0	0	5	0	1	6	7	0	0	0	0	23
04:30 PM	1	7	0	8	5	0	0	5	0	4	6	10	0	0	0	0	23
04:45 PM	1	16	0	17	3	0	0	3	0	1	9	10	0	0	0	0	30
Total	2	39	0	41	17	0	0	17	0	9	22	31	0	0	0	0	89
05:00 PM	1	12	0	13	6	0	0	6	0	0	6	6	0	0	0	0	25
05:15 PM	1	7	0	8	1	0	0	1	0	5	12	17	0	0	0	0	26
05:30 PM	1	2	0	3	2	0	0	2	0	2	9	11	0	0	0	0	16
05:45 PM	1	4	0	5	1	0	0	1	0	2	14	16	0	0	0	0	22
Total	4	25	0	29	10	0	0	10	0	9	41	50	0	0	0	0	89
Grand Total	6	64	0	70	27	0	0	27	0	18	63	81	0	0	0	0	178
Apprch %	8.6	91.4	0		100	0	0		0	22.2	77.8		0	0	0		
Total %	3.4	36	0	39.3	15.2	0	0	15.2	0	10.1	35.4	45.5	0	0	0	0	

	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	7	0	8	5	0	0	5	0	4	6	10	0	0	0	0	23
04:45 PM	1	**16**	0	**17**	3	0	0	3	0	1	9	10	0	0	0	0	**30**
05:00 PM	1	12	0	13	**6**	0	0	**6**	0	0	6	6	0	0	0	0	25
05:15 PM	1	7	0	8	1	0	0	1	0	**5**	**12**	**17**	0	0	0	0	26
Total Volume	4	42	0	46	15	0	0	15	0	10	33	43	0	0	0	0	104
% App. Total	8.7	91.3	0		100	0	0		0	23.3	76.7		0	0	0		
PHF	1.00	.656	.000	.676	.625	.000	.000	.625	.000	.500	.688	.632	.000	.000	.000	.000	.867

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**1**	7	0	8	5	0	0	5	0	4	6	10	0	0	0	0
+15 mins.	1	**16**	0	**17**	3	0	0	3	0	1	9	10	0	0	0	0
+30 mins.	1	12	0	13	**6**	0	0	**6**	0	0	6	6	0	0	0	0
+45 mins.	1	7	0	8	1	0	0	1	0	**5**	**12**	**17**	0	0	0	0
Total Volume	4	42	0	46	15	0	0	15	0	10	33	43	0	0	0	0
% App. Total	8.7	91.3	0		100	0	0		0	23.3	76.7		0	0	0	
PHF	1.000	.656	.000	.676	.625	.000	.000	.625	.000	.500	.688	.632	.000	.000	.000	.000

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

File Name : 03_RNC_Etiwanda_Whittram PM
Site Code : 22520079
Start Date : 2/5/2020
Page No : 1

Groups Printed- 4+ Axle Trucks

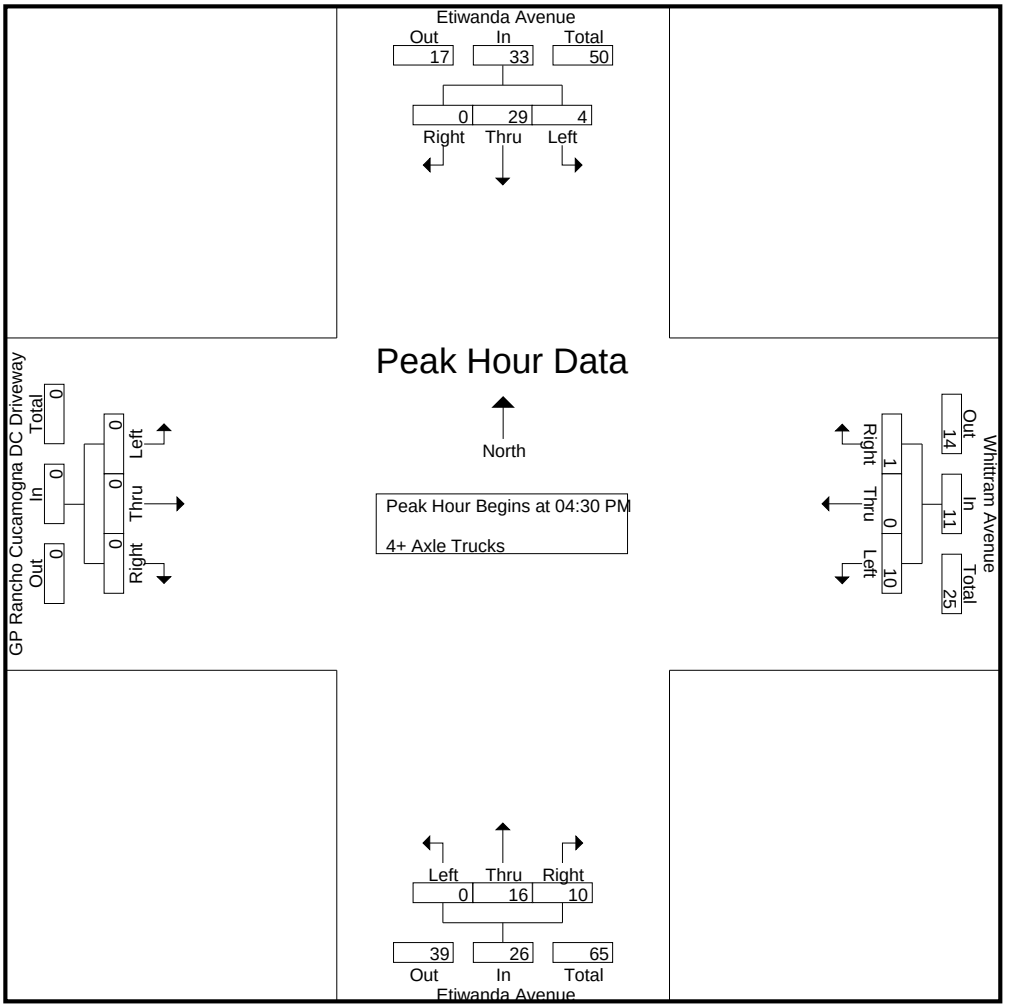
	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	3	0	6	2	0	0	2	0	9	7	16	0	0	0	0	24
04:15 PM	4	6	0	10	2	0	0	2	0	3	5	8	0	0	0	0	20
04:30 PM	1	11	0	12	4	0	1	5	0	2	2	4	0	0	0	0	21
04:45 PM	1	6	0	7	2	0	0	2	0	0	4	4	0	0	0	0	13
Total	9	26	0	35	10	0	1	11	0	14	18	32	0	0	0	0	78
05:00 PM	1	7	0	8	2	0	0	2	0	6	3	9	0	0	0	0	19
05:15 PM	1	5	0	6	2	0	0	2	0	8	1	9	0	0	0	0	17
05:30 PM	0	4	0	4	3	0	0	3	0	6	4	10	0	0	0	0	17
05:45 PM	2	7	0	9	3	0	0	3	0	8	1	9	0	0	0	0	21
Total	4	23	0	27	10	0	0	10	0	28	9	37	0	0	0	0	74
Grand Total	13	49	0	62	20	0	1	21	0	42	27	69	0	0	0	0	152
Apprch %	21	79	0		95.2	0	4.8		0	60.9	39.1		0	0	0		
Total %	8.6	32.2	0	40.8	13.2	0	0.7	13.8	0	27.6	17.8	45.4	0	0	0	0	

	Etiwanda Avenue Southbound				Whittram Avenue Westbound				Etiwanda Avenue Northbound				GP Rancho Cucamogna DC Driveway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	**11**	0	**12**	**4**	0	**1**	**5**	0	2	2	4	0	0	0	0	**21**
04:45 PM	1	6	0	7	2	0	0	2	0	0	**4**	4	0	0	0	0	13
05:00 PM	1	7	0	8	2	0	0	2	0	6	3	**9**	0	0	0	0	19
05:15 PM	1	5	0	6	2	0	0	2	0	**8**	1	9	0	0	0	0	17
Total Volume	4	29	0	33	10	0	1	11	0	16	10	26	0	0	0	0	70
% App. Total	12.1	87.9	0		90.9	0	9.1		0	61.5	38.5		0	0	0		
PHF	1.00	.659	.000	.688	.625	.000	.250	.550	.000	.500	.625	.722	.000	.000	.000	.000	.833

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Whittram Avenue
Weather: Clear

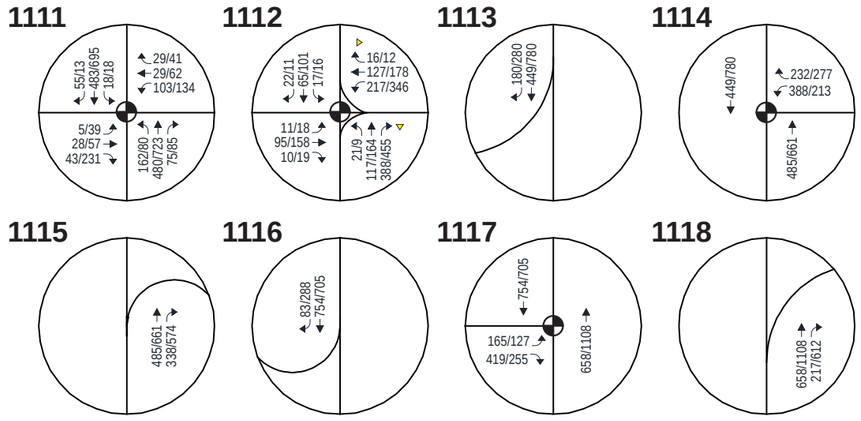
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Site Code : 22520079
Start Date : 2/5/2020
Page No : 2

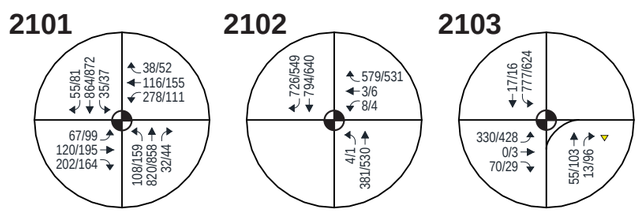


Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**1**	**11**	0	**12**	**4**	0	**1**	**5**	0	2	2	4	0	0	0	0
+15 mins.	1	6	0	7	2	0	0	2	0	0	**4**	4	0	0	0	0
+30 mins.	1	7	0	8	2	0	0	2	0	6	3	**9**	0	0	0	0
+45 mins.	1	5	0	6	2	0	0	2	0	**8**	1	9	0	0	0	0
Total Volume	4	29	0	33	10	0	1	11	0	16	10	26	0	0	0	0
% App. Total	12.1	87.9	0		90.9	0	9.1		0	61.5	38.5		0	0	0	
PHF	1.000	.659	.000	.688	.625	.000	.250	.550	.000	.500	.625	.722	.000	.000	.000	.000







LEGEND

- Traffic Signal
- Stop Sign
- Yield Sign
- Turning Movement
- Through Movement
- 1234 Intersection Number
- XX/XX AM/PM Peak Hour Volumes

FIGURE 3.3.1
I-10 CORRIDOR STUDY PA/ED
EXISTING (YEAR 2012) CONDITIONS
INTERSECTION TRAFFIC VOLUMES

SHEET 2 OF 3

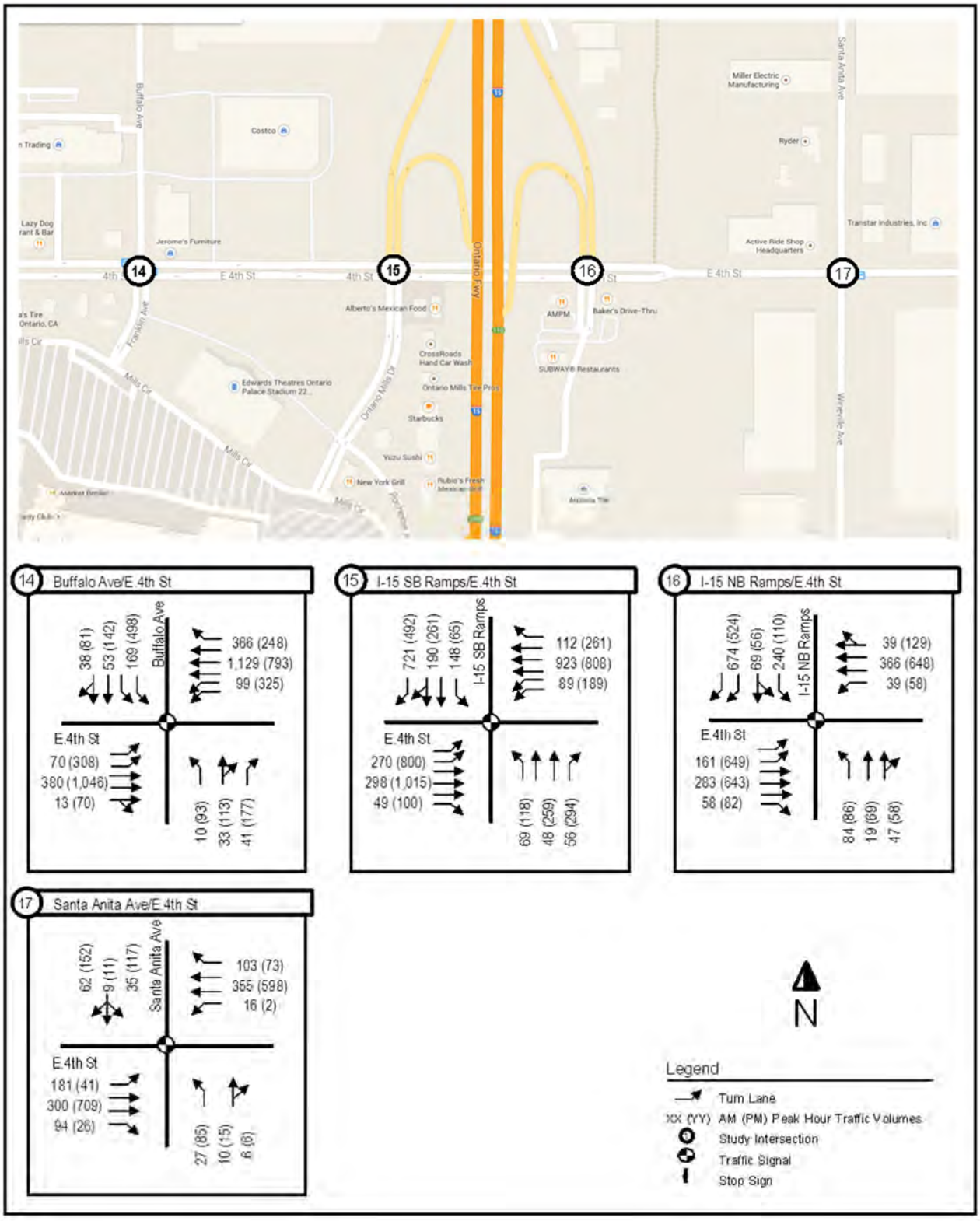


Exhibit 35: Existing (2014) Intersection Volumes (Continued)

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

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

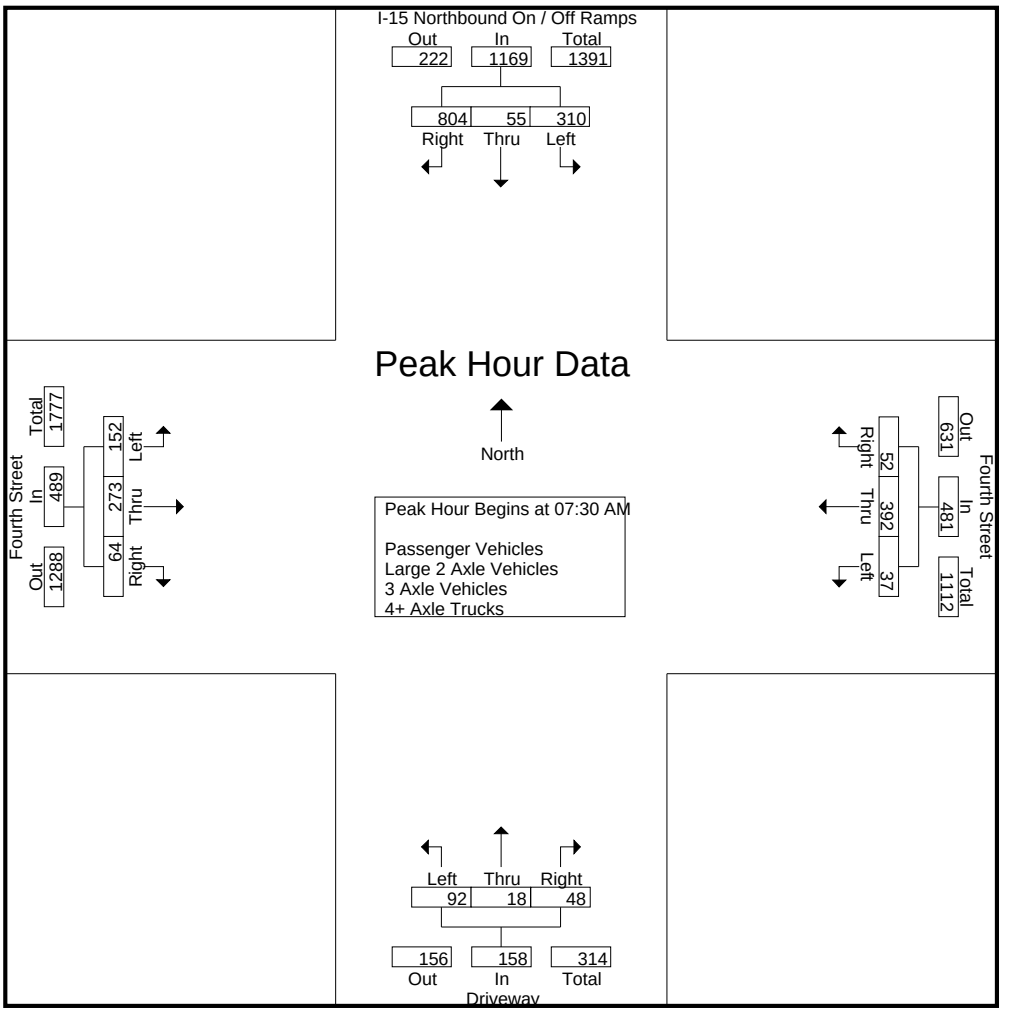
	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	63	19	129	211	13	75	10	98	13	10	10	33	41	67	15	123	465
07:15 AM	36	16	158	210	8	70	9	87	18	1	8	27	47	75	8	130	454
07:30 AM	62	18	193	273	9	109	13	131	29	3	13	45	32	61	12	105	554
07:45 AM	79	16	194	289	9	112	7	128	24	5	16	45	41	80	23	144	606
Total	240	69	674	983	39	366	39	444	84	19	47	150	161	283	58	502	2079
08:00 AM	86	9	202	297	15	87	16	118	23	6	9	38	43	67	18	128	581
08:15 AM	83	12	215	310	4	84	16	104	16	4	10	30	36	65	11	112	556
08:30 AM	53	11	182	246	11	79	13	103	23	6	10	39	39	60	16	115	503
08:45 AM	67	11	184	262	12	93	14	119	19	10	6	35	35	56	11	102	518
Total	289	43	783	1115	42	343	59	444	81	26	35	142	153	248	56	457	2158
Grand Total	529	112	1457	2098	81	709	98	888	165	45	82	292	314	531	114	959	4237
Apprch %	25.2	5.3	69.4		9.1	79.8	11		56.5	15.4	28.1		32.7	55.4	11.9		
Total %	12.5	2.6	34.4	49.5	1.9	16.7	2.3	21	3.9	1.1	1.9	6.9	7.4	12.5	2.7	22.6	
Passenger Vehicles	453	105	1373	1931	74	611	74	759	159	42	77	278	293	459	111	863	3831
% Passenger Vehicles	85.6	93.8	94.2	92	91.4	86.2	75.5	85.5	96.4	93.3	93.9	95.2	93.3	86.4	97.4	90	90.4
Large 2 Axle Vehicles	18	1	24	43	5	34	9	48	2	2	1	5	13	21	1	35	131
% Large 2 Axle Vehicles	3.4	0.9	1.6	2	6.2	4.8	9.2	5.4	1.2	4.4	1.2	1.7	4.1	4	0.9	3.6	3.1
3 Axle Vehicles	5	1	3	9	1	15	0	16	1	1	1	3	0	6	1	7	35
% 3 Axle Vehicles	0.9	0.9	0.2	0.4	1.2	2.1	0	1.8	0.6	2.2	1.2	1	0	1.1	0.9	0.7	0.8
4+ Axle Trucks	53	5	57	115	1	49	15	65	3	0	3	6	8	45	1	54	240
% 4+ Axle Trucks	10	4.5	3.9	5.5	1.2	6.9	15.3	7.3	1.8	0	3.7	2.1	2.5	8.5	0.9	5.6	5.7

	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	62	**18**	193	273	9	109	13	**131**	**29**	3	13	**45**	32	61	12	105	554
07:45 AM	79	16	194	289	9	**112**	7	128	24	5	**16**	45	41	**80**	**23**	**144**	**606**
08:00 AM	**86**	9	202	297	**15**	87	**16**	118	23	**6**	9	38	**43**	67	18	128	581
08:15 AM	83	12	**215**	**310**	4	84	16	104	16	4	10	30	36	65	11	112	556
Total Volume	310	55	804	1169	37	392	52	481	92	18	48	158	152	273	64	489	2297
% App. Total	26.5	4.7	68.8		7.7	81.5	10.8		58.2	11.4	30.4		31.1	55.8	13.1		
PHF	.901	.764	.935	.943	.617	.875	.813	.918	.793	.750	.750	.878	.884	.853	.696	.849	.948

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:15 AM			
+0 mins.	62	**18**	193	273	9	109	13	**131**	**29**	3	13	**45**	**47**	75	8	130
+15 mins.	79	16	194	289	9	**112**	7	128	24	5	**16**	45	32	61	12	105
+30 mins.	**86**	9	202	297	**15**	87	**16**	118	23	**6**	9	38	41	**80**	**23**	**144**
+45 mins.	83	12	**215**	**310**	4	84	16	104	16	4	10	30	43	67	18	128
Total Volume	310	55	804	1169	37	392	52	481	92	18	48	158	163	283	61	507
% App. Total	26.5	4.7	68.8		7.7	81.5	10.8		58.2	11.4	30.4		32.1	55.8	12	
PHF	.901	.764	.935	.943	.617	.875	.813	.918	.793	.750	.750	.878	.867	.884	.663	.880

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

Groups Printed- Passenger Vehicles

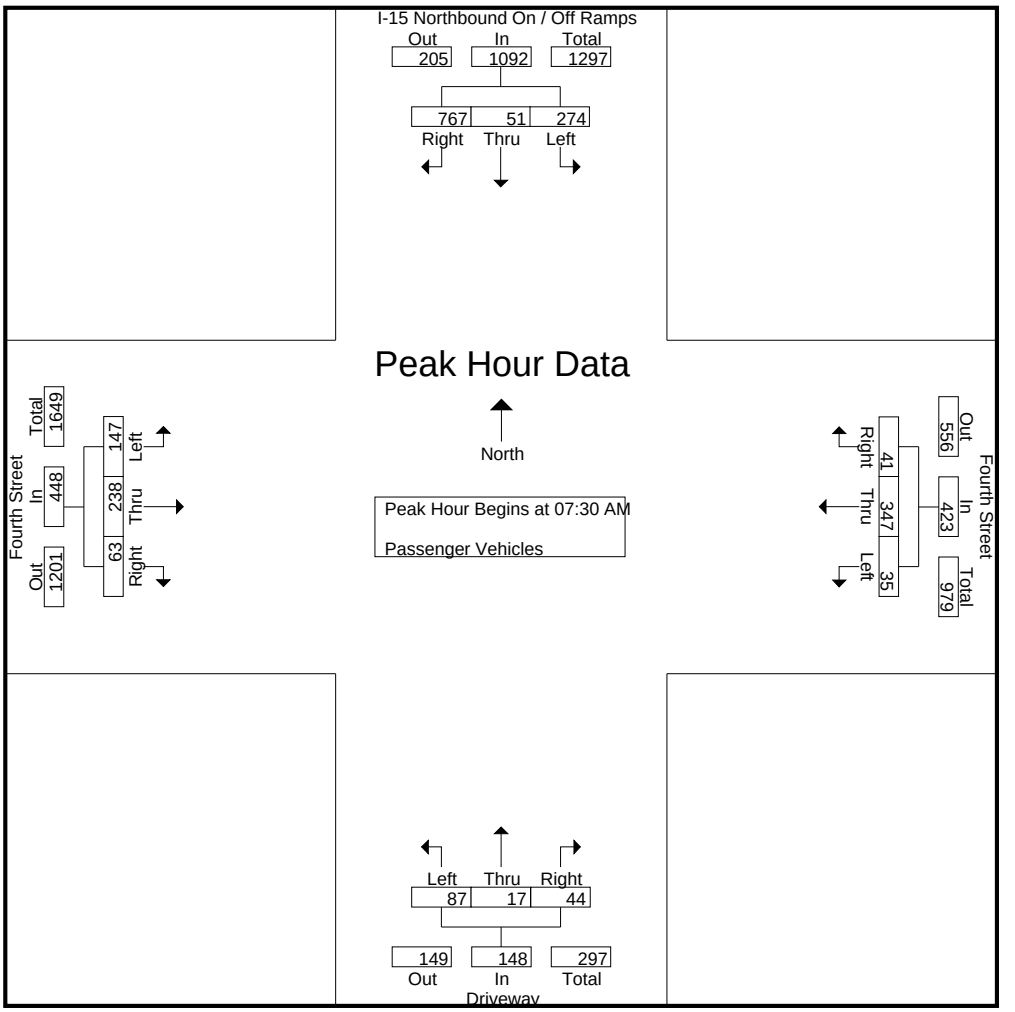
	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	56	17	122	195	11	66	10	87	13	9	9	31	34	58	15	107	420
07:15 AM	35	15	154	204	8	61	4	73	18	1	8	27	42	69	8	119	423
07:30 AM	53	18	181	252	9	96	10	115	27	3	12	42	32	55	12	99	508
07:45 AM	70	14	189	273	8	104	6	118	23	5	14	42	40	71	22	133	566
Total	214	64	646	924	36	327	30	393	81	18	43	142	148	253	57	458	1917
08:00 AM	79	7	193	279	14	74	12	100	21	5	8	34	41	56	18	115	528
08:15 AM	72	12	204	288	4	73	13	90	16	4	10	30	34	56	11	101	509
08:30 AM	40	11	169	220	11	63	9	83	23	6	10	39	36	50	15	101	443
08:45 AM	48	11	161	220	9	74	10	93	18	9	6	33	34	44	10	88	434
Total	239	41	727	1007	38	284	44	366	78	24	34	136	145	206	54	405	1914
Grand Total	453	105	1373	1931	74	611	74	759	159	42	77	278	293	459	111	863	3831
Apprch %	23.5	5.4	71.1		9.7	80.5	9.7		57.2	15.1	27.7		34	53.2	12.9		
Total %	11.8	2.7	35.8	50.4	1.9	15.9	1.9	19.8	4.2	1.1	2	7.3	7.6	12	2.9	22.5	

	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	53	**18**	181	252	9	96	10	115	**27**	3	12	**42**	32	55	12	99	508
07:45 AM	70	14	189	273	8	**104**	6	**118**	23	**5**	**14**	42	40	**71**	**22**	**133**	**566**
08:00 AM	**79**	7	193	279	**14**	74	12	100	21	5	8	34	**41**	56	18	115	528
08:15 AM	72	12	**204**	**288**	4	73	**13**	90	16	4	10	30	34	56	11	101	509
Total Volume	274	51	767	1092	35	347	41	423	87	17	44	148	147	238	63	448	2111
% App. Total	25.1	4.7	70.2		8.3	82	9.7		58.8	11.5	29.7		32.8	53.1	14.1		
PHF	.867	.708	.940	.948	.625	.834	.788	.896	.806	.850	.786	.881	.896	.838	.716	.842	.932

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	53	**18**	181	252	9	96	10	115	**27**	3	12	**42**	32	55	12	99
+15 mins.	70	14	189	273	8	**104**	6	**118**	23	**5**	**14**	42	40	**71**	**22**	**133**
+30 mins.	**79**	7	193	279	**14**	74	12	100	21	5	8	34	**41**	56	18	115
+45 mins.	72	12	**204**	**288**	4	73	**13**	90	16	4	10	30	34	56	11	101
Total Volume	274	51	767	1092	35	347	41	423	87	17	44	148	147	238	63	448
% App. Total	25.1	4.7	70.2		8.3	82	9.7		58.8	11.5	29.7		32.8	53.1	14.1	
PHF	.867	.708	.940	.948	.625	.834	.788	.896	.806	.850	.786	.881	.896	.838	.716	.842

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

Groups Printed- Large 2 Axle Vehicles

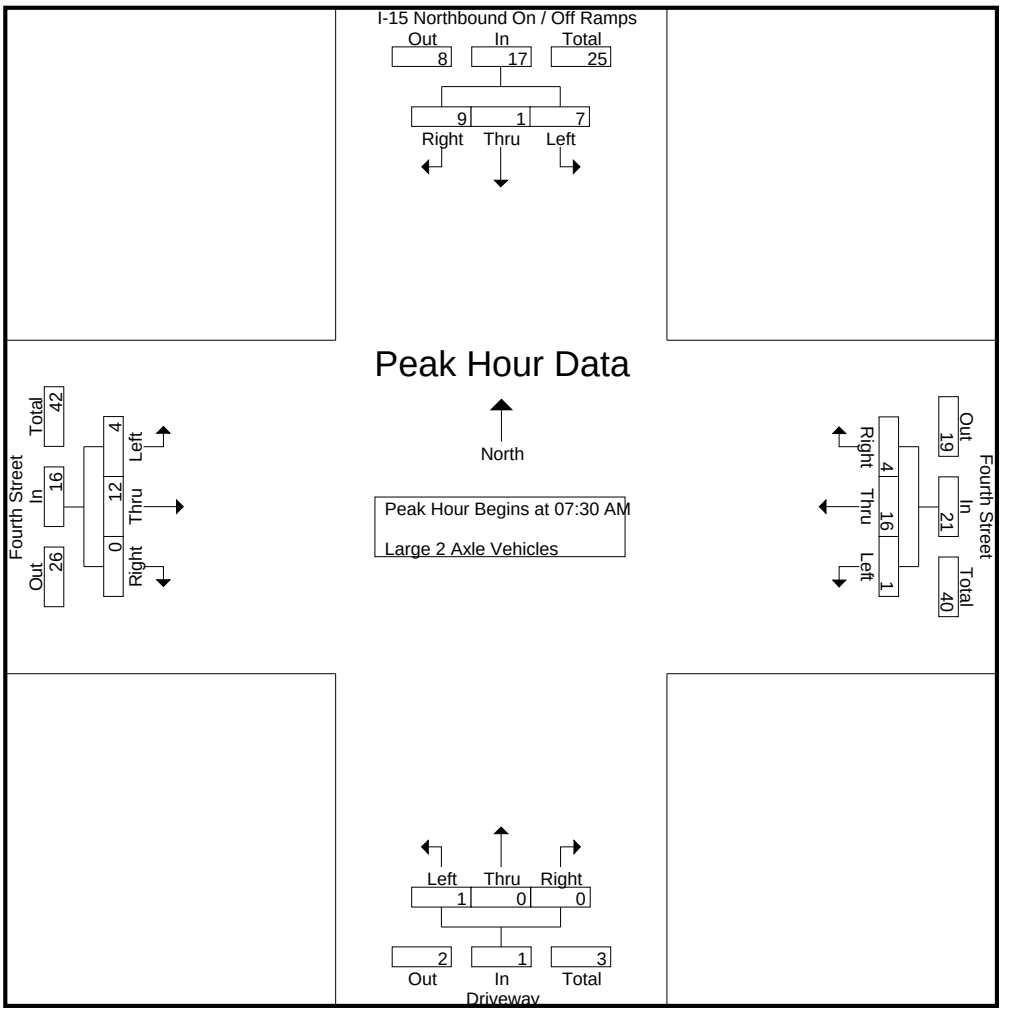
	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	0	1	3	2	4	0	6	0	1	1	2	3	1	0	4	15
07:15 AM	1	0	2	3	0	4	3	7	0	0	0	0	3	3	0	6	16
07:30 AM	4	0	1	5	0	4	1	5	0	0	0	0	0	3	0	3	13
07:45 AM	0	0	2	2	0	3	1	4	0	0	0	0	1	0	0	1	7
Total	7	0	6	13	2	15	5	22	0	1	1	2	7	7	0	14	51
08:00 AM	1	1	2	4	1	4	1	6	1	0	0	1	1	3	0	4	15
08:15 AM	2	0	4	6	0	5	1	6	0	0	0	0	2	6	0	8	20
08:30 AM	3	0	4	7	0	3	2	5	0	0	0	0	2	2	1	5	17
08:45 AM	5	0	8	13	2	7	0	9	1	1	0	2	1	3	0	4	28
Total	11	1	18	30	3	19	4	26	2	1	0	3	6	14	1	21	80
Grand Total	18	1	24	43	5	34	9	48	2	2	1	5	13	21	1	35	131
Apprch %	41.9	2.3	55.8		10.4	70.8	18.8		40	40	20		37.1	60	2.9		
Total %	13.7	0.8	18.3	32.8	3.8	26	6.9	36.6	1.5	1.5	0.8	3.8	9.9	16	0.8	26.7	

	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**4**	0	1	5	0	4	**1**	5	0	0	0	0	0	3	0	3	13
07:45 AM	0	0	2	2	0	3	1	4	0	0	0	0	1	0	0	1	7
08:00 AM	1	**1**	2	4	**1**	4	1	**6**	**1**	0	0	**1**	1	3	0	4	15
08:15 AM	2	0	**4**	**6**	0	**5**	1	6	0	0	0	0	**2**	**6**	0	**8**	**20**
Total Volume	7	1	9	17	1	16	4	21	1	0	0	1	4	12	0	16	55
% App. Total	41.2	5.9	52.9		4.8	76.2	19		100	0	0		25	75	0		
PHF	.438	.250	.563	.708	.250	.800	1.00	.875	.250	.000	.000	.250	.500	.500	.000	.500	.688

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**4**	0	1	5	0	4	**1**	5	0	0	0	0	0	3	0	3
+15 mins.	0	0	2	2	0	3	1	4	0	0	0	0	1	0	0	1
+30 mins.	1	**1**	2	4	**1**	4	1	**6**	**1**	0	0	**1**	1	3	0	4
+45 mins.	2	0	**4**	**6**	0	**5**	1	6	0	0	0	0	**2**	**6**	0	**8**
Total Volume	7	1	9	17	1	16	4	21	1	0	0	1	4	12	0	16
% App. Total	41.2	5.9	52.9		4.8	76.2	19		100	0	0		25	75	0	
PHF	.438	.250	.563	.708	.250	.800	1.000	.875	.250	.000	.000	.250	.500	.500	.000	.500

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

Groups Printed- 3 Axle Vehicles

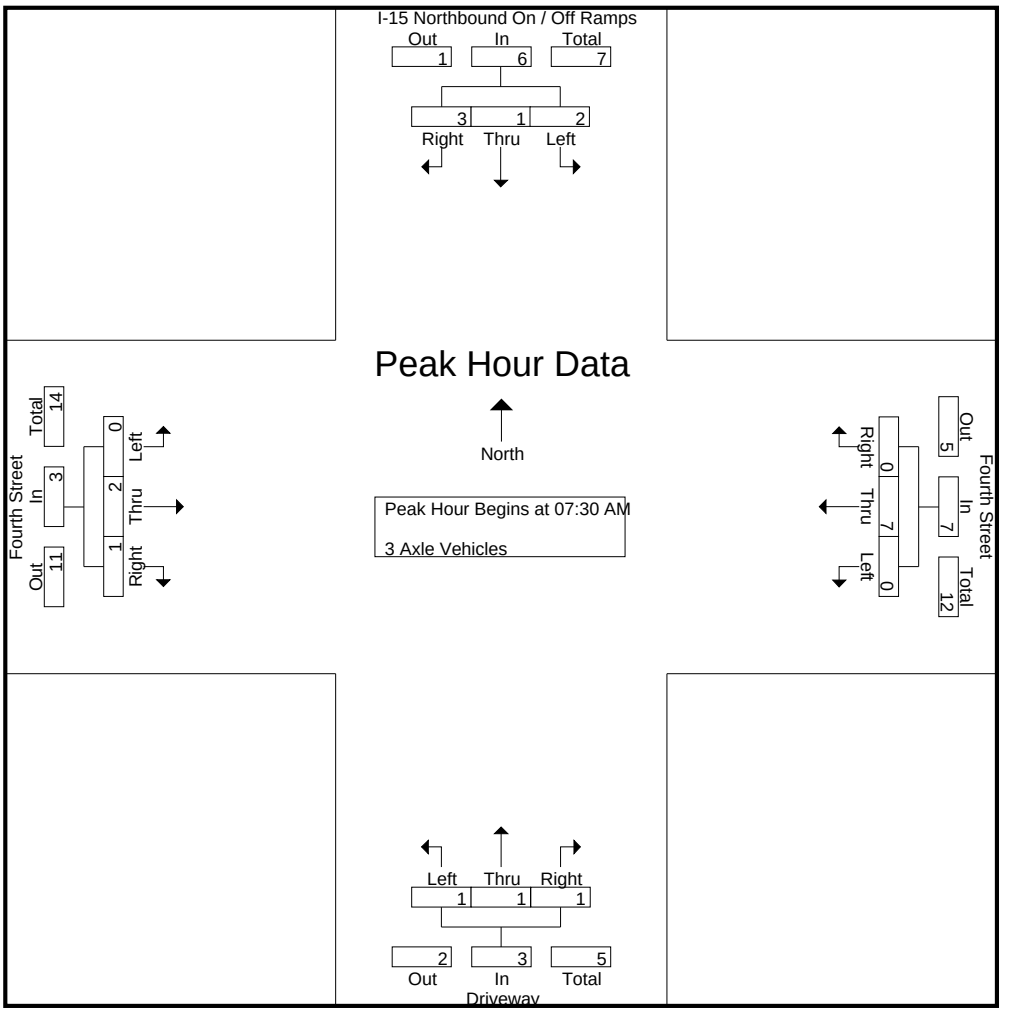
	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	1	0	1	1	0	0	1	0	0	0	0	3
07:45 AM	0	1	0	1	0	1	0	1	0	0	1	1	0	1	1	2	5
Total	0	1	1	2	0	3	0	3	1	0	1	2	0	2	1	3	10
08:00 AM	1	0	2	3	0	4	0	4	0	1	0	1	0	0	0	0	8
08:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
08:30 AM	2	0	0	2	0	3	0	3	0	0	0	0	0	0	0	0	5
08:45 AM	1	0	0	1	1	4	0	5	0	0	0	0	0	3	0	3	9
Total	5	0	2	7	1	12	0	13	0	1	0	1	0	4	0	4	25
Grand Total	5	1	3	9	1	15	0	16	1	1	1	3	0	6	1	7	35
Apprch %	55.6	11.1	33.3		6.2	93.8	0		33.3	33.3	33.3		0	85.7	14.3		
Total %	14.3	2.9	8.6	25.7	2.9	42.9	0	45.7	2.9	2.9	2.9	8.6	0	17.1	2.9	20	

	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	1	1	0	1	0	1	**1**	0	0	**1**	0	0	0	0	3
07:45 AM	0	**1**	0	1	0	1	0	1	0	0	**1**	1	0	**1**	**1**	**2**	5
08:00 AM	**1**	0	**2**	**3**	0	**4**	0	**4**	0	**1**	0	1	0	0	0	0	**8**
08:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total Volume	2	1	3	6	0	7	0	7	1	1	1	3	0	2	1	3	19
% App. Total	33.3	16.7	50		0	100	0		33.3	33.3	33.3		0	66.7	33.3		
PHF	.500	.250	.375	.500	.000	.438	.000	.438	.250	.250	.250	.750	.000	.500	.250	.375	.594

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	1	1	0	1	0	1	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	**1**	0	1	0	1	0	1	0	0	**1**	1	0	**1**	**1**	**2**
+30 mins.	**1**	0	**2**	**3**	0	**4**	0	**4**	0	**1**	0	1	0	0	0	0
+45 mins.	1	0	0	1	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	2	1	3	6	0	7	0	7	1	1	1	3	0	2	1	3
% App. Total	33.3	16.7	50		0	100	0		33.3	33.3	33.3		0	66.7	33.3	
PHF	.500	.250	.375	.500	.000	.438	.000	.438	.250	.250	.250	.750	.000	.500	.250	.375

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

Groups Printed- 4+ Axle Trucks

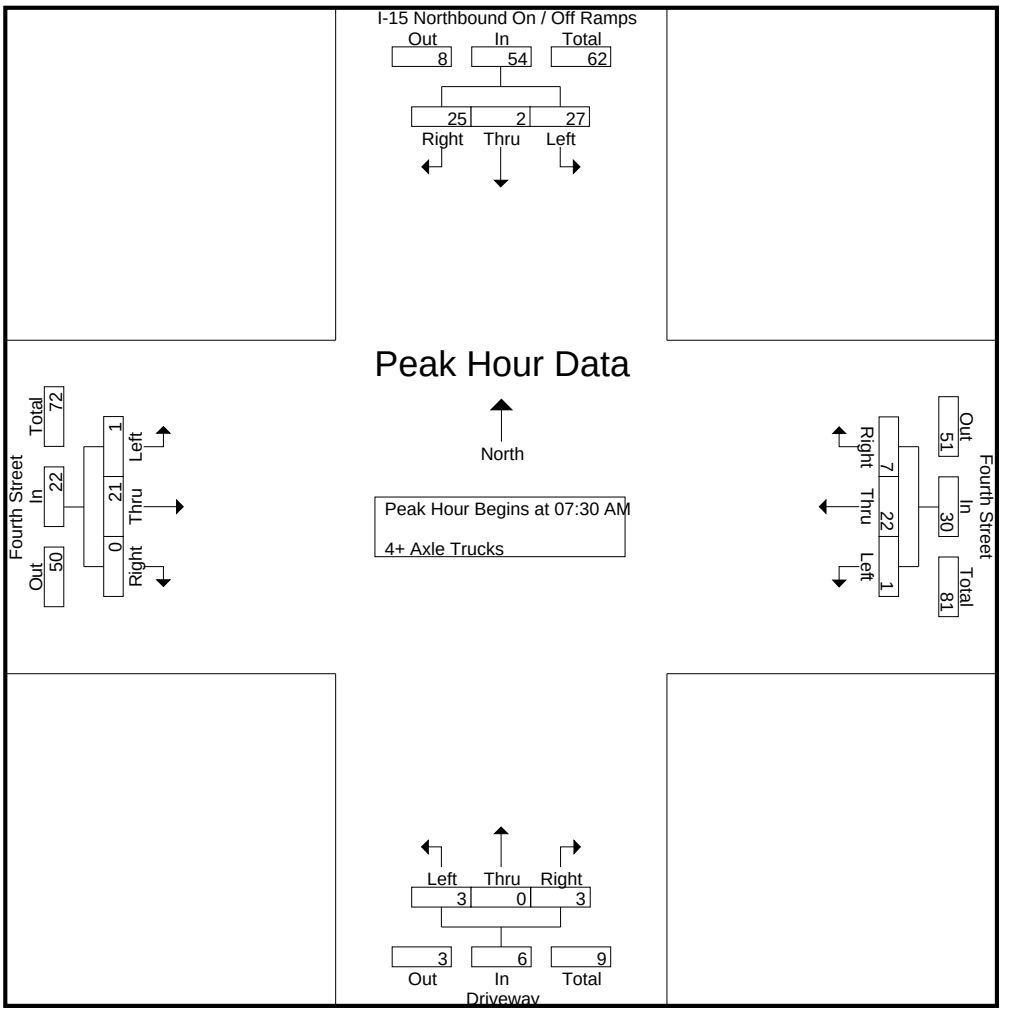
	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	2	6	13	0	4	0	4	0	0	0	0	4	7	0	11	28
07:15 AM	0	1	2	3	0	5	2	7	0	0	0	0	2	3	0	5	15
07:30 AM	5	0	10	15	0	8	2	10	1	0	1	2	0	3	0	3	30
07:45 AM	9	1	3	13	1	4	0	5	1	0	1	2	0	8	0	8	28
Total	19	4	21	44	1	21	4	26	2	0	2	4	6	21	0	27	101
08:00 AM	5	1	5	11	0	5	3	8	1	0	1	2	1	8	0	9	30
08:15 AM	8	0	7	15	0	5	2	7	0	0	0	0	0	2	0	2	24
08:30 AM	8	0	9	17	0	10	2	12	0	0	0	0	1	8	0	9	38
08:45 AM	13	0	15	28	0	8	4	12	0	0	0	0	0	6	1	7	47
Total	34	1	36	71	0	28	11	39	1	0	1	2	2	24	1	27	139
Grand Total	53	5	57	115	1	49	15	65	3	0	3	6	8	45	1	54	240
Apprch %	46.1	4.3	49.6		1.5	75.4	23.1		50	0	50		14.8	83.3	1.9		
Total %	22.1	2.1	23.8	47.9	0.4	20.4	6.2	27.1	1.2	0	1.2	2.5	3.3	18.8	0.4	22.5	

	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	5	0	**10**	**15**	0	**8**	2	**10**	**1**	0	**1**	**2**	0	3	0	3	**30**
07:45 AM	**9**	**1**	3	13	**1**	4	0	5	1	0	1	2	0	**8**	0	8	28
08:00 AM	5	1	5	11	0	5	**3**	8	1	0	1	2	**1**	8	0	**9**	30
08:15 AM	8	0	7	15	0	5	2	7	0	0	0	0	0	2	0	2	24
Total Volume	27	2	25	54	1	22	7	30	3	0	3	6	1	21	0	22	112
% App. Total	50	3.7	46.3		3.3	73.3	23.3		50	0	50		4.5	95.5	0		
PHF	.750	.500	.625	.900	.250	.688	.583	.750	.750	.000	.750	.750	.250	.656	.000	.611	.933

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	5	0	**10**	**15**	0	**8**	2	**10**	**1**	0	**1**	**2**	0	3	0	3
+15 mins.	**9**	**1**	3	13	**1**	4	0	5	1	0	1	2	0	**8**	0	8
+30 mins.	5	1	5	11	0	5	**3**	8	1	0	1	2	**1**	8	0	**9**
+45 mins.	8	0	7	15	0	5	2	7	0	0	0	0	0	2	0	2
Total Volume	27	2	25	54	1	22	7	30	3	0	3	6	1	21	0	22
% App. Total	50	3.7	46.3		3.3	73.3	23.3		50	0	50		4.5	95.5	0	
PHF	.750	.500	.625	.900	.250	.688	.583	.750	.750	.000	.750	.750	.250	.656	.000	.611

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
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Weather: Clear

File Name : RNC15N4PM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

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

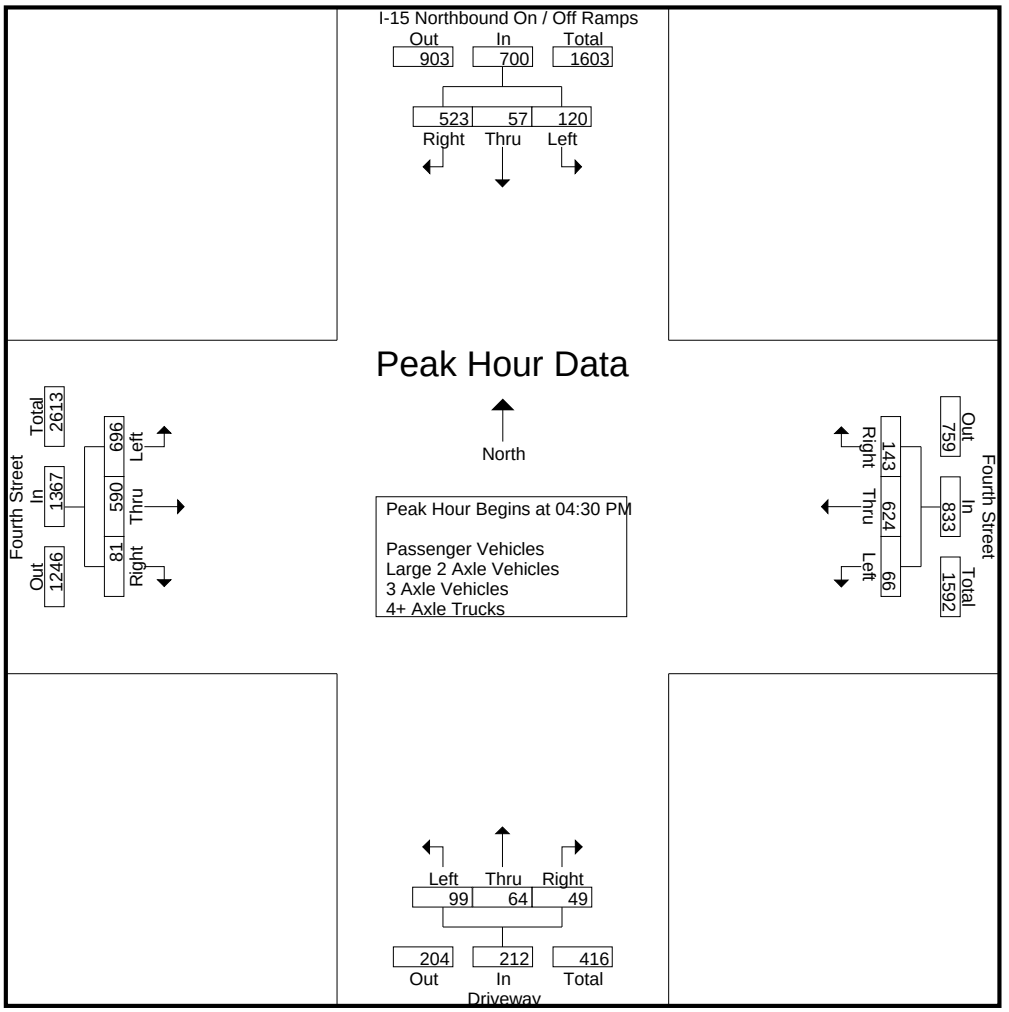
	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	27	11	139	177	17	165	55	237	21	16	10	47	157	113	16	286	747
04:15 PM	27	12	131	170	20	149	36	205	21	18	11	50	169	138	29	336	761
04:30 PM	31	14	139	184	18	143	36	197	28	14	9	51	174	142	20	336	768
04:45 PM	34	8	126	168	18	167	42	227	20	12	12	44	174	116	14	304	743
Total	119	45	535	699	73	624	169	866	90	60	42	192	674	509	79	1262	3019
05:00 PM	34	14	143	191	18	146	43	207	26	19	10	55	175	137	23	335	788
05:15 PM	21	21	115	157	12	168	22	202	25	19	18	62	173	195	24	392	813
05:30 PM	26	11	131	168	14	159	40	213	18	16	15	49	154	132	19	305	735
05:45 PM	29	10	135	174	14	143	24	181	17	15	15	47	147	140	16	303	705
Total	110	56	524	690	58	616	129	803	86	69	58	213	649	604	82	1335	3041
Grand Total	229	101	1059	1389	131	1240	298	1669	176	129	100	405	1323	1113	161	2597	6060
Apprch %	16.5	7.3	76.2		7.8	74.3	17.9		43.5	31.9	24.7		50.9	42.9	6.2		
Total %	3.8	1.7	17.5	22.9	2.2	20.5	4.9	27.5	2.9	2.1	1.7	6.7	21.8	18.4	2.7	42.9	
Passenger Vehicles	200	96	1020	1316	129	1178	280	1587	170	129	99	398	1310	1049	158	2517	5818
% Passenger Vehicles	87.3	95	96.3	94.7	98.5	95	94	95.1	96.6	100	99	98.3	99	94.2	98.1	96.9	96
Large 2 Axle Vehicles	8	1	8	17	2	21	2	25	3	0	1	4	2	21	2	25	71
% Large 2 Axle Vehicles	3.5	1	0.8	1.2	1.5	1.7	0.7	1.5	1.7	0	1	1	0.2	1.9	1.2	1	1.2
3 Axle Vehicles	5	4	4	13	0	12	4	16	1	0	0	1	1	8	1	10	40
% 3 Axle Vehicles	2.2	4	0.4	0.9	0	1	1.3	1	0.6	0	0	0.2	0.1	0.7	0.6	0.4	0.7
4+ Axle Trucks	16	0	27	43	0	29	12	41	2	0	0	2	10	35	0	45	131
% 4+ Axle Trucks	7	0	2.5	3.1	0	2.3	4	2.5	1.1	0	0	0.5	0.8	3.1	0	1.7	2.2

	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	31	14	139	184	**18**	143	36	197	**28**	14	9	51	174	142	20	336	768
04:45 PM	**34**	8	126	168	18	167	42	**227**	20	12	12	44	174	116	14	304	743
05:00 PM	34	14	**143**	**191**	18	146	**43**	207	26	**19**	10	55	**175**	137	23	335	788
05:15 PM	21	**21**	115	157	12	**168**	22	202	25	19	**18**	**62**	173	**195**	**24**	**392**	**813**
Total Volume	120	57	523	700	66	624	143	833	99	64	49	212	696	590	81	1367	3112
% App. Total	17.1	8.1	74.7		7.9	74.9	17.2		46.7	30.2	23.1		50.9	43.2	5.9		
PHF	.882	.679	.914	.916	.917	.929	.831	.917	.884	.842	.681	.855	.994	.756	.844	.872	.957

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4PM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 2



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

	04:15 PM				04:00 PM				05:00 PM				04:30 PM			
+0 mins.	27	12	131	170	17	165	**55**	**237**	**26**	**19**	10	55	174	142	20	336
+15 mins.	31	**14**	139	184	**20**	149	36	205	25	19	**18**	**62**	174	116	14	304
+30 mins.	**34**	8	126	168	18	143	36	197	18	16	15	49	**175**	137	23	335
+45 mins.	34	14	**143**	**191**	18	**167**	42	227	17	15	15	47	173	**195**	**24**	**392**
Total Volume	126	48	539	713	73	624	169	866	86	69	58	213	696	590	81	1367
% App. Total	17.7	6.7	75.6		8.4	72.1	19.5		40.4	32.4	27.2		50.9	43.2	5.9	
PHF	.926	.857	.942	.933	.913	.934	.768	.914	.827	.908	.806	.859	.994	.756	.844	.872

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
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Weather: Clear

File Name : RNC15N4PM
Site Code : 09814452
Start Date : 11/20/2014
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Groups Printed- Passenger Vehicles

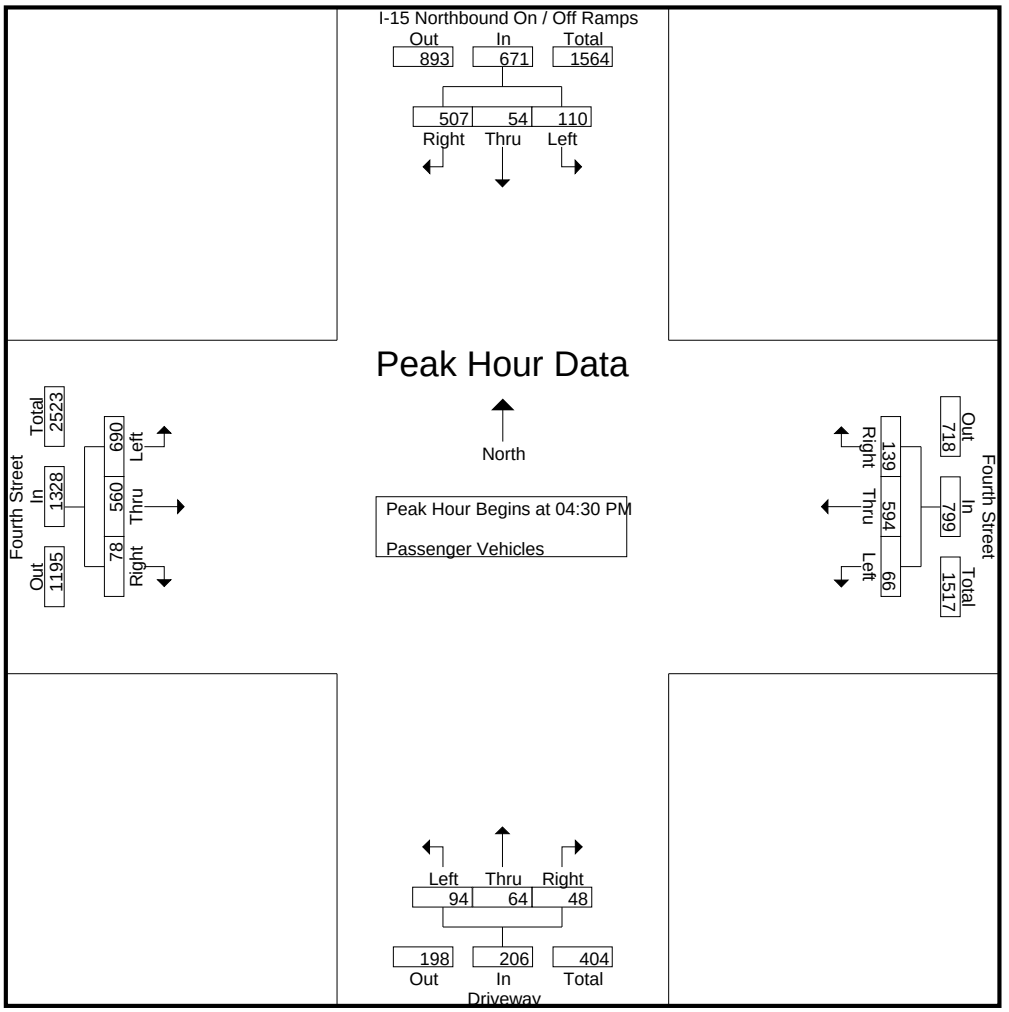
	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	23	11	129	163	16	162	50	228	21	16	10	47	156	106	16	278	716
04:15 PM	21	12	125	158	19	138	32	189	20	18	11	49	165	128	29	322	718
04:30 PM	29	11	134	174	18	136	36	190	25	14	9	48	174	134	19	327	739
04:45 PM	33	8	120	161	18	156	41	215	20	12	12	44	171	110	13	294	714
Total	106	42	508	656	71	592	159	822	86	60	42	188	666	478	77	1221	2887
05:00 PM	29	14	140	183	18	140	42	200	24	19	9	52	173	132	22	327	762
05:15 PM	19	21	113	153	12	162	20	194	25	19	18	62	172	184	24	380	789
05:30 PM	21	9	127	157	14	147	39	200	18	16	15	49	153	126	19	298	704
05:45 PM	25	10	132	167	14	137	20	171	17	15	15	47	146	129	16	291	676
Total	94	54	512	660	58	586	121	765	84	69	57	210	644	571	81	1296	2931
Grand Total	200	96	1020	1316	129	1178	280	1587	170	129	99	398	1310	1049	158	2517	5818
Apprch %	15.2	7.3	77.5		8.1	74.2	17.6		42.7	32.4	24.9		52	41.7	6.3		
Total %	3.4	1.7	17.5	22.6	2.2	20.2	4.8	27.3	2.9	2.2	1.7	6.8	22.5	18	2.7	43.3	

	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	29	11	134	174	**18**	136	36	190	**25**	14	9	48	**174**	134	19	327	739
04:45 PM	**33**	8	120	161	18	156	41	**215**	20	12	12	44	171	110	13	294	714
05:00 PM	29	14	**140**	**183**	18	140	**42**	200	24	**19**	9	52	173	132	22	327	762
05:15 PM	19	**21**	113	153	12	**162**	20	194	25	19	**18**	**62**	172	**184**	**24**	**380**	**789**
Total Volume	110	54	507	671	66	594	139	799	94	64	48	206	690	560	78	1328	3004
% App. Total	16.4	8	75.6		8.3	74.3	17.4		45.6	31.1	23.3		52	42.2	5.9		
PHF	.833	.643	.905	.917	.917	.917	.827	.929	.940	.842	.667	.831	.991	.761	.813	.874	.952

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4PM
Site Code : 09814452
Start Date : 11/20/2014
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	29	11	134	174	**18**	136	36	190	**25**	14	9	48	**174**	134	19	327
+15 mins.	**33**	8	120	161	18	156	41	**215**	20	12	12	44	171	110	13	294
+30 mins.	29	14	**140**	**183**	18	140	**42**	200	24	**19**	9	52	173	132	22	327
+45 mins.	19	**21**	113	153	12	**162**	20	194	25	19	**18**	**62**	172	**184**	**24**	**380**
Total Volume	110	54	507	671	66	594	139	799	94	64	48	206	690	560	78	1328
% App. Total	16.4	8	75.6		8.3	74.3	17.4		45.6	31.1	23.3		52	42.2	5.9	
PHF	.833	.643	.905	.917	.917	.917	.827	.929	.940	.842	.667	.831	.991	.761	.813	.874

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
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Weather: Clear

File Name : RNC15N4PM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

Groups Printed- Large 2 Axle Vehicles

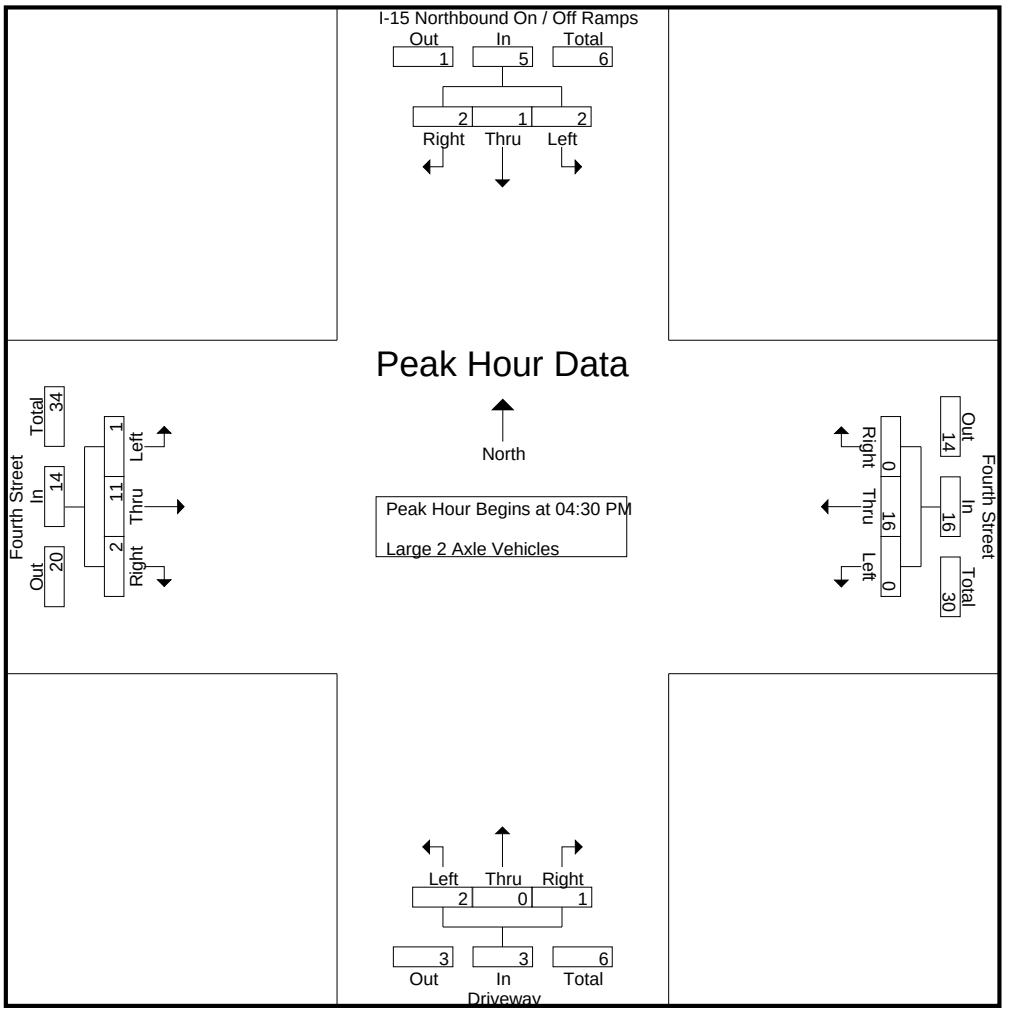
	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	3	3	1	0	1	2	0	0	0	0	0	2	0	2	7
04:15 PM	3	0	2	5	1	2	1	4	1	0	0	1	1	5	0	6	16
04:30 PM	1	1	0	2	0	5	0	5	2	0	0	2	0	4	1	5	14
04:45 PM	1	0	1	2	0	5	0	5	0	0	0	0	1	0	0	1	8
Total	5	1	6	12	2	12	2	16	3	0	0	3	2	11	1	14	45
05:00 PM	0	0	1	1	0	1	0	1	0	0	1	1	0	2	1	3	6
05:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	5	0	5	10
05:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:45 PM	3	0	0	3	0	3	0	3	0	0	0	0	0	2	0	2	8
Total	3	0	2	5	0	9	0	9	0	0	1	1	0	10	1	11	26
Grand Total	8	1	8	17	2	21	2	25	3	0	1	4	2	21	2	25	71
Apprch %	47.1	5.9	47.1		8	84	8		75	0	25		8	84	8		
Total %	11.3	1.4	11.3	23.9	2.8	29.6	2.8	35.2	4.2	0	1.4	5.6	2.8	29.6	2.8	35.2	

	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	**1**	0	**2**	0	**5**	0	**5**	**2**	0	0	**2**	0	4	**1**	**5**	**14**
04:45 PM	1	0	**1**	2	0	5	0	5	0	0	0	0	**1**	0	0	1	8
05:00 PM	0	0	1	1	0	1	0	1	0	0	**1**	1	0	2	1	3	6
05:15 PM	0	0	0	0	0	5	0	5	0	0	0	0	0	**5**	0	5	10
Total Volume	2	1	2	5	0	16	0	16	2	0	1	3	1	11	2	14	38
% App. Total	40	20	40		0	100	0		66.7	0	33.3		7.1	78.6	14.3		
PHF	.500	.250	.500	.625	.000	.800	.000	.800	.250	.000	.250	.375	.250	.550	.500	.700	.679

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4PM
Site Code : 09814452
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**1**	**1**	0	**2**	0	**5**	0	**5**	**2**	0	0	**2**	0	4	**1**	**5**
+15 mins.	1	0	**1**	2	0	5	0	5	0	0	0	0	**1**	0	0	1
+30 mins.	0	0	1	1	0	1	0	1	0	0	**1**	1	0	2	1	3
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	**5**	0	5
Total Volume	2	1	2	5	0	16	0	16	2	0	1	3	1	11	2	14
% App. Total	40	20	40		0	100	0		66.7	0	33.3		7.1	78.6	14.3	
PHF	.500	.250	.500	.625	.000	.800	.000	.800	.250	.000	.250	.375	.250	.550	.500	.700

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4PM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

Groups Printed- 3 Axle Vehicles

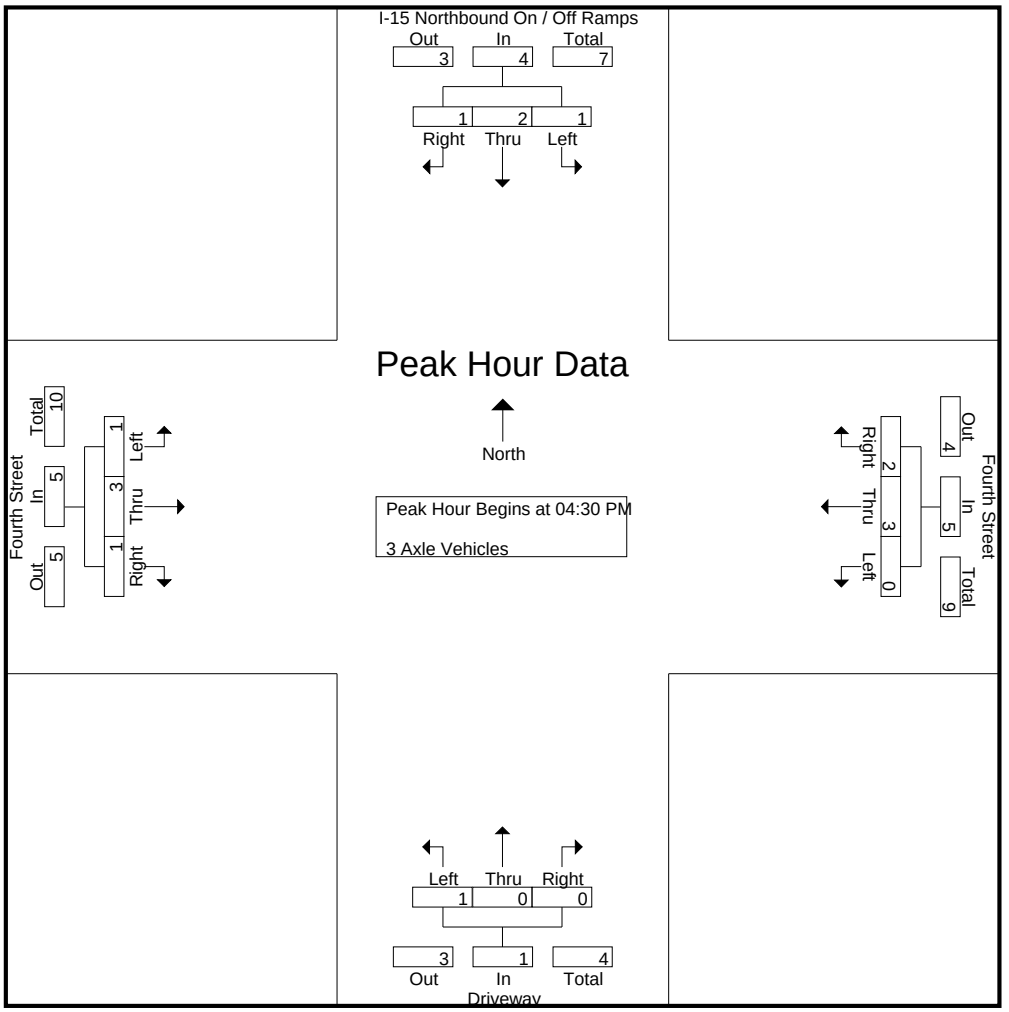
	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:15 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	1	0	1	4
04:30 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	1	1	0	1	0	1	0	0	0	0	1	0	1	2	4
Total	1	2	1	4	0	3	0	3	0	0	0	0	1	4	1	6	13
05:00 PM	1	0	0	1	0	2	1	3	1	0	0	1	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	2	0	2	3
05:30 PM	2	2	2	6	0	6	0	6	0	0	0	0	0	1	0	1	13
05:45 PM	1	0	1	2	0	1	2	3	0	0	0	0	0	1	0	1	6
Total	4	2	3	9	0	9	4	13	1	0	0	1	0	4	0	4	27
Grand Total	5	4	4	13	0	12	4	16	1	0	0	1	1	8	1	10	40
Apprch %	38.5	30.8	30.8		0	75	25		100	0	0		10	80	10		
Total %	12.5	10	10	32.5	0	30	10	40	2.5	0	0	2.5	2.5	20	2.5	25	

	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	1	0	1	3
04:45 PM	0	0	**1**	1	0	1	0	1	0	0	0	0	**1**	0	**1**	**2**	4
05:00 PM	**1**	0	0	1	0	**2**	**1**	**3**	**1**	0	0	**1**	0	0	0	0	**5**
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	**2**	0	2	3
Total Volume	1	2	1	4	0	3	2	5	1	0	0	1	1	3	1	5	15
% App. Total	25	50	25		0	60	40		100	0	0		20	60	20		
PHF	.250	.250	.250	.500	.000	.375	.500	.417	.250	.000	.000	.250	.250	.375	.250	.625	.750

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4PM
Site Code : 09814452
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	**1**	1	0	1	0	1	0	0	0	0	**1**	0	**1**	**2**
+30 mins.	**1**	0	0	1	0	**2**	**1**	**3**	**1**	0	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	**2**	0	2
Total Volume	1	2	1	4	0	3	2	5	1	0	0	1	1	3	1	5
% App. Total	25	50	25		0	60	40		100	0	0		20	60	20	
PHF	.250	.250	.250	.500	.000	.375	.500	.417	.250	.000	.000	.250	.250	.375	.250	.625

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4PM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

Groups Printed- 4+ Axle Trucks

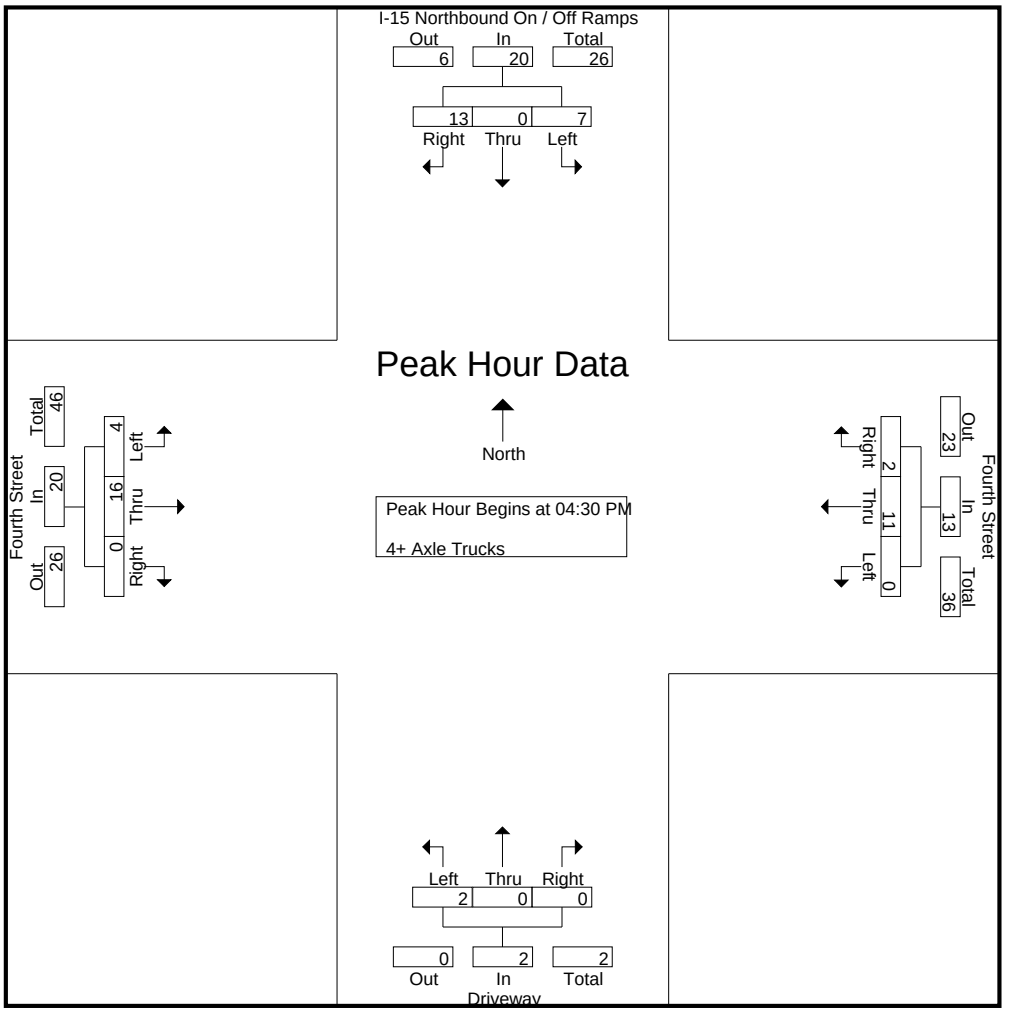
	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	4	0	7	11	0	3	4	7	0	0	0	0	1	3	0	4	22
04:15 PM	2	0	4	6	0	7	3	10	0	0	0	0	3	4	0	7	23
04:30 PM	1	0	5	6	0	2	0	2	1	0	0	1	0	3	0	3	12
04:45 PM	0	0	4	4	0	5	1	6	0	0	0	0	1	6	0	7	17
Total	7	0	20	27	0	17	8	25	1	0	0	1	5	16	0	21	74
05:00 PM	4	0	2	6	0	3	0	3	1	0	0	1	2	3	0	5	15
05:15 PM	2	0	2	4	0	1	1	2	0	0	0	0	1	4	0	5	11
05:30 PM	3	0	1	4	0	6	1	7	0	0	0	0	1	4	0	5	16
05:45 PM	0	0	2	2	0	2	2	4	0	0	0	0	1	8	0	9	15
Total	9	0	7	16	0	12	4	16	1	0	0	1	5	19	0	24	57
Grand Total	16	0	27	43	0	29	12	41	2	0	0	2	10	35	0	45	131
Apprch %	37.2	0	62.8		0	70.7	29.3		100	0	0		22.2	77.8	0		
Total %	12.2	0	20.6	32.8	0	22.1	9.2	31.3	1.5	0	0	1.5	7.6	26.7	0	34.4	

	I-15 Northbound On / Off Ramps Southbound				Fourth Street Westbound				Driveway Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	0	**5**	**6**	0	2	0	2	**1**	0	0	**1**	0	3	0	3	12
04:45 PM	0	0	4	4	0	**5**	**1**	**6**	0	0	0	0	1	**6**	0	**7**	**17**
05:00 PM	**4**	0	2	6	0	3	0	3	1	0	0	1	**2**	3	0	5	15
05:15 PM	2	0	2	4	0	1	1	2	0	0	0	0	1	4	0	5	11
Total Volume	7	0	13	20	0	11	2	13	2	0	0	2	4	16	0	20	55
% App. Total	35	0	65		0	84.6	15.4		100	0	0		20	80	0		
PHF	.438	.000	.650	.833	.000	.550	.500	.542	.500	.000	.000	.500	.500	.667	.000	.714	.809

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City of Rancho Cucamonga
N/S: I-15 Northbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15N4PM
Site Code : 09814452
Start Date : 11/20/2014
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	1	0	**5**	**6**	0	2	0	2	**1**	0	0	**1**	0	3	0	3
+15 mins.	0	0	4	4	0	**5**	**1**	**6**	0	0	0	0	1	**6**	0	**7**
+30 mins.	**4**	0	2	6	0	3	0	3	1	0	0	1	**2**	3	0	5
+45 mins.	2	0	2	4	0	1	1	2	0	0	0	0	1	4	0	5
Total Volume	7	0	13	20	0	11	2	13	2	0	0	2	4	16	0	20
% App. Total	35	0	65		0	84.6	15.4		100	0	0		20	80	0	
PHF	.438	.000	.650	.833	.000	.550	.500	.542	.500	.000	.000	.500	.500	.667	.000	.714

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4AM
Site Code : 09814452
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

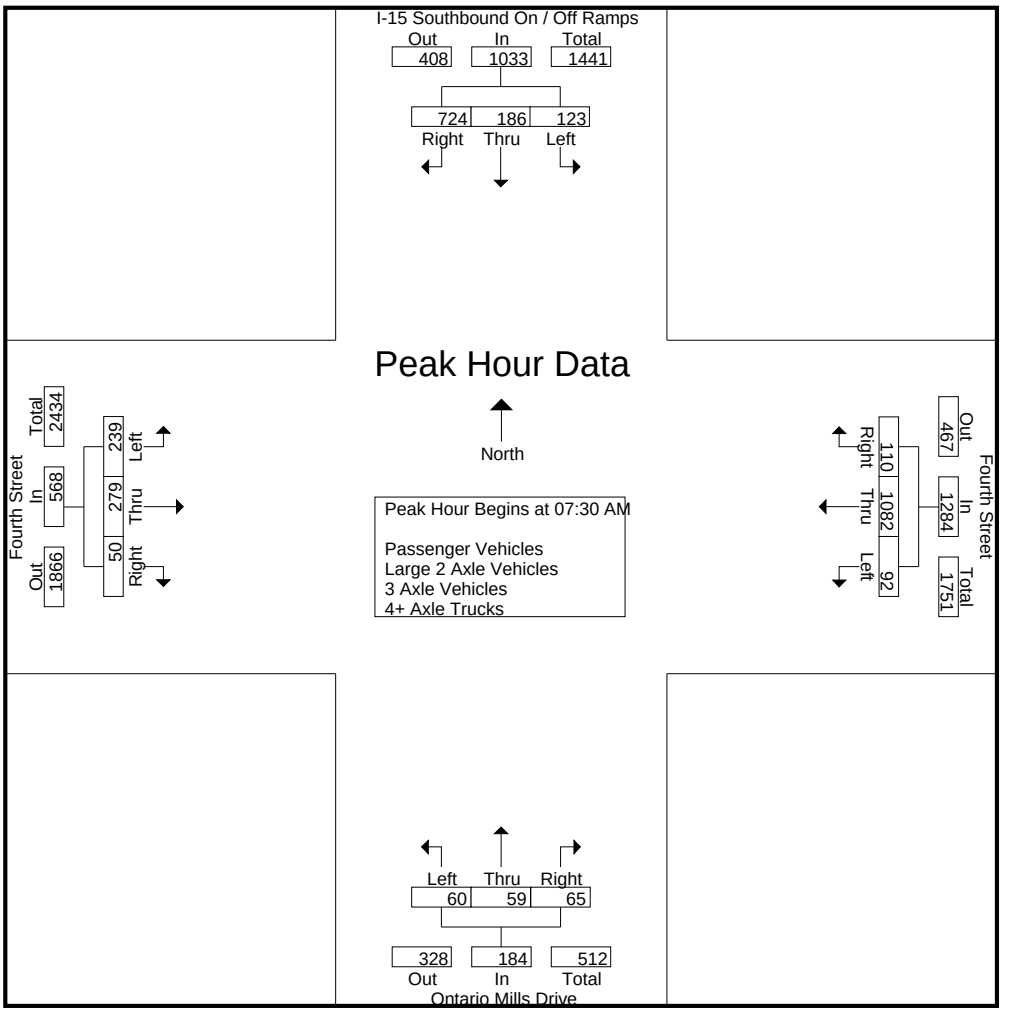
	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	46	27	153	226	18	161	27	206	16	10	12	38	69	67	8	144	614
07:15 AM	38	44	150	232	28	197	21	246	21	8	15	44	74	75	9	158	680
07:30 AM	25	56	198	279	16	266	33	315	15	14	9	38	68	64	13	145	777
07:45 AM	39	63	220	322	27	290	31	348	17	16	20	53	59	81	19	159	882
Total	148	190	721	1059	89	914	112	1115	69	48	56	173	270	287	49	606	2953
08:00 AM	33	43	141	217	35	264	22	321	14	15	18	47	56	70	10	136	721
08:15 AM	26	24	165	215	14	262	24	300	14	14	18	46	56	64	8	128	689
08:30 AM	27	36	129	192	24	233	36	293	22	5	23	50	50	65	27	142	677
08:45 AM	28	40	146	214	40	214	35	289	13	10	12	35	47	69	5	121	659
Total	114	143	581	838	113	973	117	1203	63	44	71	178	209	268	50	527	2746
Grand Total	262	333	1302	1897	202	1887	229	2318	132	92	127	351	479	555	99	1133	5699
Apprch %	13.8	17.6	68.6		8.7	81.4	9.9		37.6	26.2	36.2		42.3	49	8.7		
Total %	4.6	5.8	22.8	33.3	3.5	33.1	4	40.7	2.3	1.6	2.2	6.2	8.4	9.7	1.7	19.9	
Passenger Vehicles	234	330	1285	1849	198	1763	168	2129	128	87	120	335	400	497	94	991	5304
% Passenger Vehicles	89.3	99.1	98.7	97.5	98	93.4	73.4	91.8	97	94.6	94.5	95.4	83.5	89.5	94.9	87.5	93.1
Large 2 Axle Vehicles	2	3	4	9	3	40	18	61	3	3	5	11	36	27	4	67	148
% Large 2 Axle Vehicles	0.8	0.9	0.3	0.5	1.5	2.1	7.9	2.6	2.3	3.3	3.9	3.1	7.5	4.9	4	5.9	2.6
3 Axle Vehicles	1	0	1	2	1	15	4	20	1	1	0	2	2	5	0	7	31
% 3 Axle Vehicles	0.4	0	0.1	0.1	0.5	0.8	1.7	0.9	0.8	1.1	0	0.6	0.4	0.9	0	0.6	0.5
4+ Axle Trucks	25	0	12	37	0	69	39	108	0	1	2	3	41	26	1	68	216
% 4+ Axle Trucks	9.5	0	0.9	2	0	3.7	17	4.7	0	1.1	1.6	0.9	8.6	4.7	1	6	3.8

	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	25	56	198	279	16	266	**33**	315	15	14	9	38	**68**	64	13	145	777
07:45 AM	**39**	**63**	**220**	**322**	27	**290**	31	**348**	**17**	**16**	**20**	**53**	59	**81**	**19**	**159**	**882**
08:00 AM	33	43	141	217	**35**	264	22	321	14	15	18	47	56	70	10	136	721
08:15 AM	26	24	165	215	14	262	24	300	14	14	18	46	56	64	8	128	689
Total Volume	123	186	724	1033	92	1082	110	1284	60	59	65	184	239	279	50	568	3069
% App. Total	11.9	18	70.1		7.2	84.3	8.6		32.6	32.1	35.3		42.1	49.1	8.8		
PHF	.788	.738	.823	.802	.657	.933	.833	.922	.882	.922	.813	.868	.879	.861	.658	.893	.870

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

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

	07:00 AM				07:30 AM				07:45 AM				07:00 AM			
+0 mins.	**46**	27	153	226	16	266	**33**	315	17	**16**	20	**53**	69	67	8	144
+15 mins.	38	44	150	232	27	**290**	31	**348**	14	15	18	47	**74**	75	9	158
+30 mins.	25	56	198	279	**35**	264	22	321	14	14	18	46	68	64	13	145
+45 mins.	39	**63**	**220**	**322**	14	262	24	300	**22**	5	**23**	50	59	**81**	**19**	**159**
Total Volume	148	190	721	1059	92	1082	110	1284	67	50	79	196	270	287	49	606
% App. Total	14	17.9	68.1		7.2	84.3	8.6		34.2	25.5	40.3		44.6	47.4	8.1	
PHF	.804	.754	.819	.822	.657	.933	.833	.922	.761	.781	.859	.925	.912	.886	.645	.953

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4AM
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Groups Printed- Passenger Vehicles

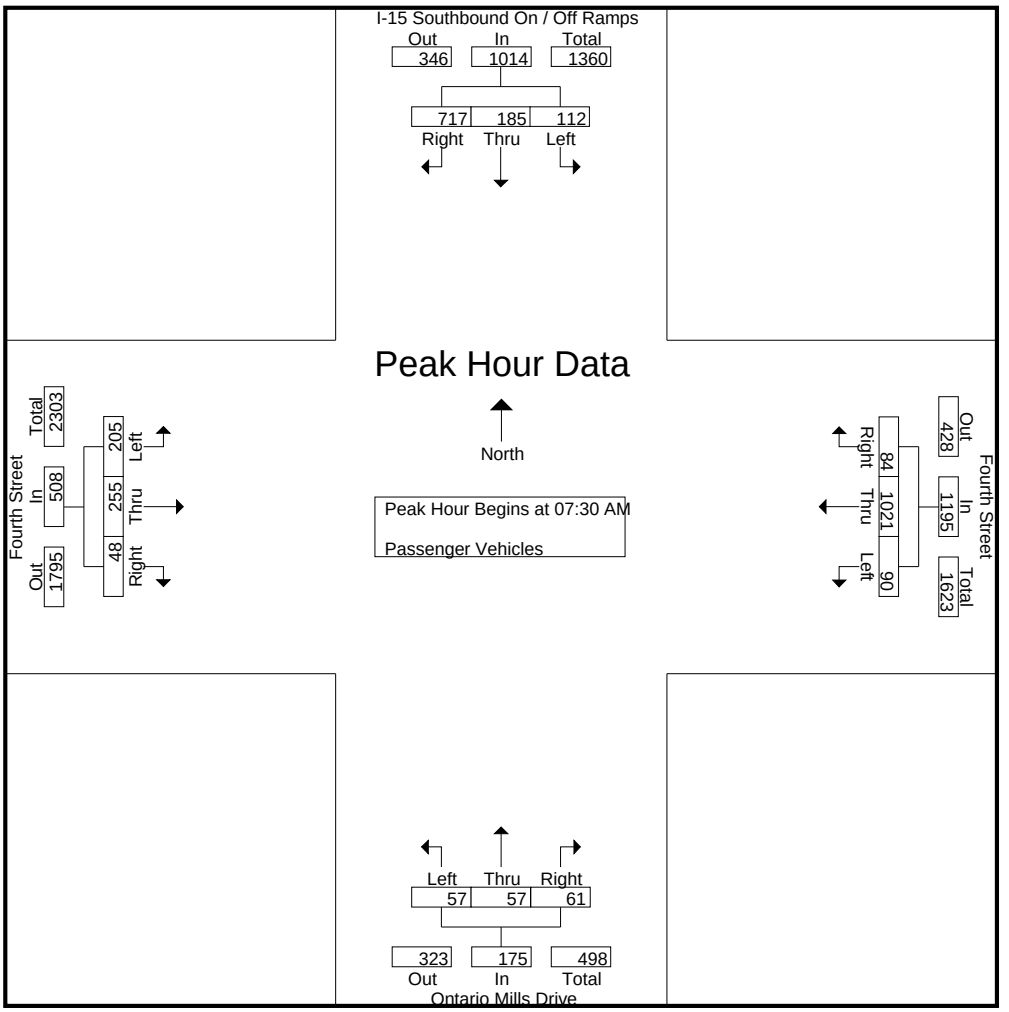
	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	40	26	152	218	18	153	21	192	16	10	11	37	56	58	8	122	569
07:15 AM	35	44	149	228	27	192	14	233	21	6	15	42	65	68	9	142	645
07:30 AM	23	55	196	274	16	249	25	290	15	13	9	37	57	59	12	128	729
07:45 AM	34	63	219	316	27	280	24	331	17	15	20	52	52	76	19	147	846
Total	132	188	716	1036	88	874	84	1046	69	44	55	168	230	261	48	539	2789
08:00 AM	29	43	139	211	33	246	17	296	12	15	18	45	48	62	9	119	671
08:15 AM	26	24	163	213	14	246	18	278	13	14	14	41	48	58	8	114	646
08:30 AM	23	36	127	186	24	216	23	263	21	5	21	47	41	57	25	123	619
08:45 AM	24	39	140	203	39	181	26	246	13	9	12	34	33	59	4	96	579
Total	102	142	569	813	110	889	84	1083	59	43	65	167	170	236	46	452	2515
Grand Total	234	330	1285	1849	198	1763	168	2129	128	87	120	335	400	497	94	991	5304
Apprch %	12.7	17.8	69.5		9.3	82.8	7.9		38.2	26	35.8		40.4	50.2	9.5		
Total %	4.4	6.2	24.2	34.9	3.7	33.2	3.2	40.1	2.4	1.6	2.3	6.3	7.5	9.4	1.8	18.7	

	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	23	55	196	274	16	249	**25**	290	15	13	9	37	**57**	59	12	128	729
07:45 AM	**34**	**63**	**219**	**316**	27	**280**	24	**331**	**17**	**15**	**20**	**52**	52	**76**	**19**	**147**	**846**
08:00 AM	29	43	139	211	**33**	246	17	296	12	15	18	45	48	62	9	119	671
08:15 AM	26	24	163	213	14	246	18	278	13	14	14	41	48	58	8	114	646
Total Volume	112	185	717	1014	90	1021	84	1195	57	57	61	175	205	255	48	508	2892
% App. Total	11	18.2	70.7		7.5	85.4	7		32.6	32.6	34.9		40.4	50.2	9.4		
PHF	.824	.734	.818	.802	.682	.912	.840	.903	.838	.950	.763	.841	.899	.839	.632	.864	.855

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	23	55	196	274	16	249	**25**	290	15	13	9	37	**57**	59	12	128
+15 mins.	**34**	**63**	**219**	**316**	27	**280**	24	**331**	**17**	**15**	**20**	**52**	52	**76**	**19**	**147**
+30 mins.	29	43	139	211	**33**	246	17	296	12	15	18	45	48	62	9	119
+45 mins.	26	24	163	213	14	246	18	278	13	14	14	41	48	58	8	114
Total Volume	112	185	717	1014	90	1021	84	1195	57	57	61	175	205	255	48	508
% App. Total	11	18.2	70.7		7.5	85.4	7		32.6	32.6	34.9		40.4	50.2	9.4	
PHF	.824	.734	.818	.802	.682	.912	.840	.903	.838	.950	.763	.841	.899	.839	.632	.864

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

Groups Printed- Large 2 Axle Vehicles

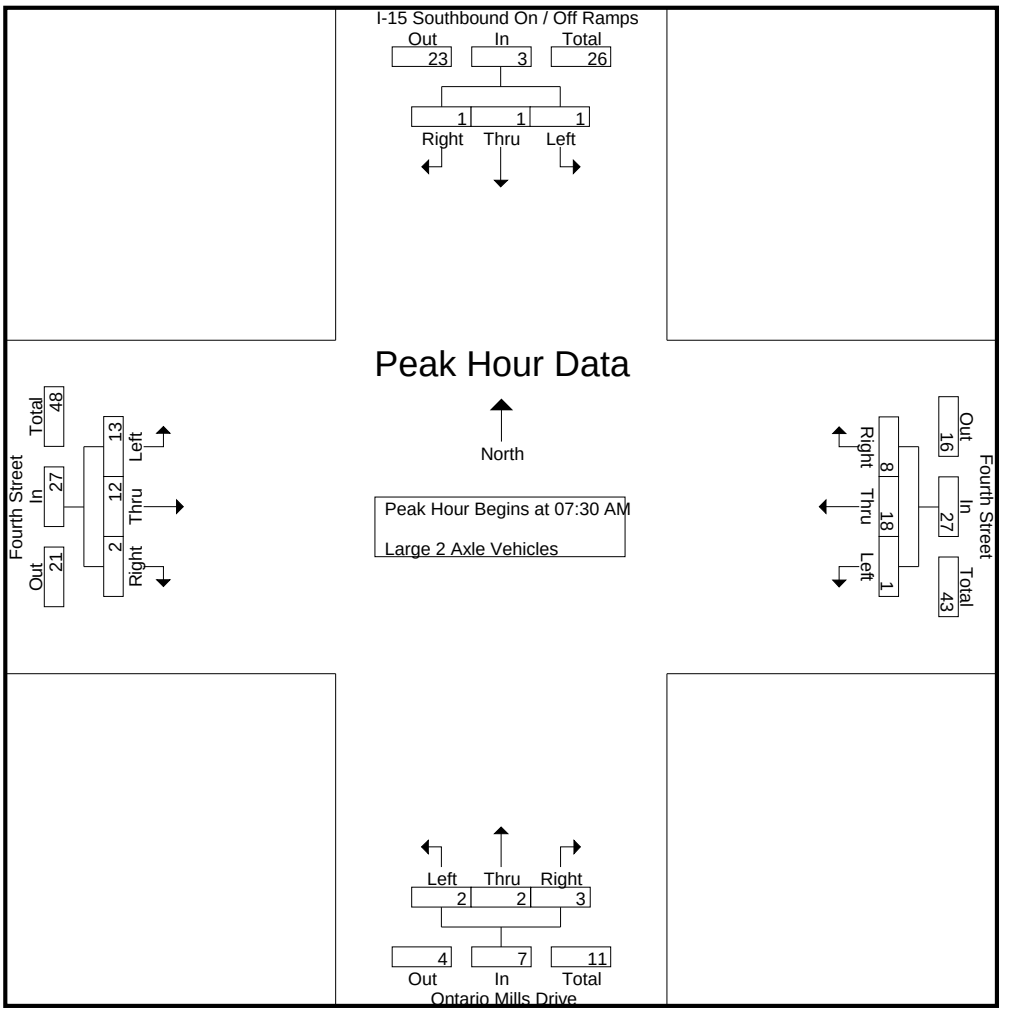
	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	3	1	4	0	0	0	0	8	4	0	12	17
07:15 AM	0	0	0	0	1	2	3	6	0	1	0	1	6	5	0	11	18
07:30 AM	0	1	1	2	0	3	3	6	0	1	0	1	3	4	1	8	17
07:45 AM	1	0	0	1	0	4	2	6	0	1	0	1	1	0	0	1	9
Total	1	2	1	4	1	12	9	22	0	3	0	3	18	13	1	32	61
08:00 AM	0	0	0	0	1	5	1	7	1	0	0	1	3	4	1	8	16
08:15 AM	0	0	0	0	0	6	2	8	1	0	3	4	6	4	0	10	22
08:30 AM	0	0	2	2	0	5	2	7	1	0	2	3	3	3	1	7	19
08:45 AM	1	1	1	3	1	12	4	17	0	0	0	0	6	3	1	10	30
Total	1	1	3	5	2	28	9	39	3	0	5	8	18	14	3	35	87
Grand Total	2	3	4	9	3	40	18	61	3	3	5	11	36	27	4	67	148
Apprch %	22.2	33.3	44.4		4.9	65.6	29.5		27.3	27.3	45.5		53.7	40.3	6		
Total %	1.4	2	2.7	6.1	2	27	12.2	41.2	2	2	3.4	7.4	24.3	18.2	2.7	45.3	

	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	**1**	**2**	0	3	**3**	6	0	**1**	0	1	3	**4**	**1**	8	17
07:45 AM	**1**	0	0	1	0	4	2	6	0	1	0	1	1	0	0	1	9
08:00 AM	0	0	0	0	**1**	5	1	7	**1**	0	0	1	3	4	1	8	16
08:15 AM	0	0	0	0	0	**6**	2	**8**	1	0	**3**	**4**	**6**	4	0	**10**	**22**
Total Volume	1	1	1	3	1	18	8	27	2	2	3	7	13	12	2	27	64
% App. Total	33.3	33.3	33.3		3.7	66.7	29.6		28.6	28.6	42.9		48.1	44.4	7.4		
PHF	.250	.250	.250	.375	.250	.750	.667	.844	.500	.500	.250	.438	.542	.750	.500	.675	.727

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**1**	**1**	**2**	0	3	**3**	6	0	**1**	0	1	3	**4**	**1**	8
+15 mins.	**1**	0	0	1	0	4	2	6	0	1	0	1	1	0	0	1
+30 mins.	0	0	0	0	**1**	5	1	7	**1**	0	0	1	3	4	1	8
+45 mins.	0	0	0	0	0	**6**	2	**8**	1	0	**3**	**4**	**6**	4	0	**10**
Total Volume	1	1	1	3	1	18	8	27	2	2	3	7	13	12	2	27
% App. Total	33.3	33.3	33.3		3.7	66.7	29.6		28.6	28.6	42.9		48.1	44.4	7.4	
PHF	.250	.250	.250	.375	.250	.750	.667	.844	.500	.500	.250	.438	.542	.750	.500	.675

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

Groups Printed- 3 Axle Vehicles

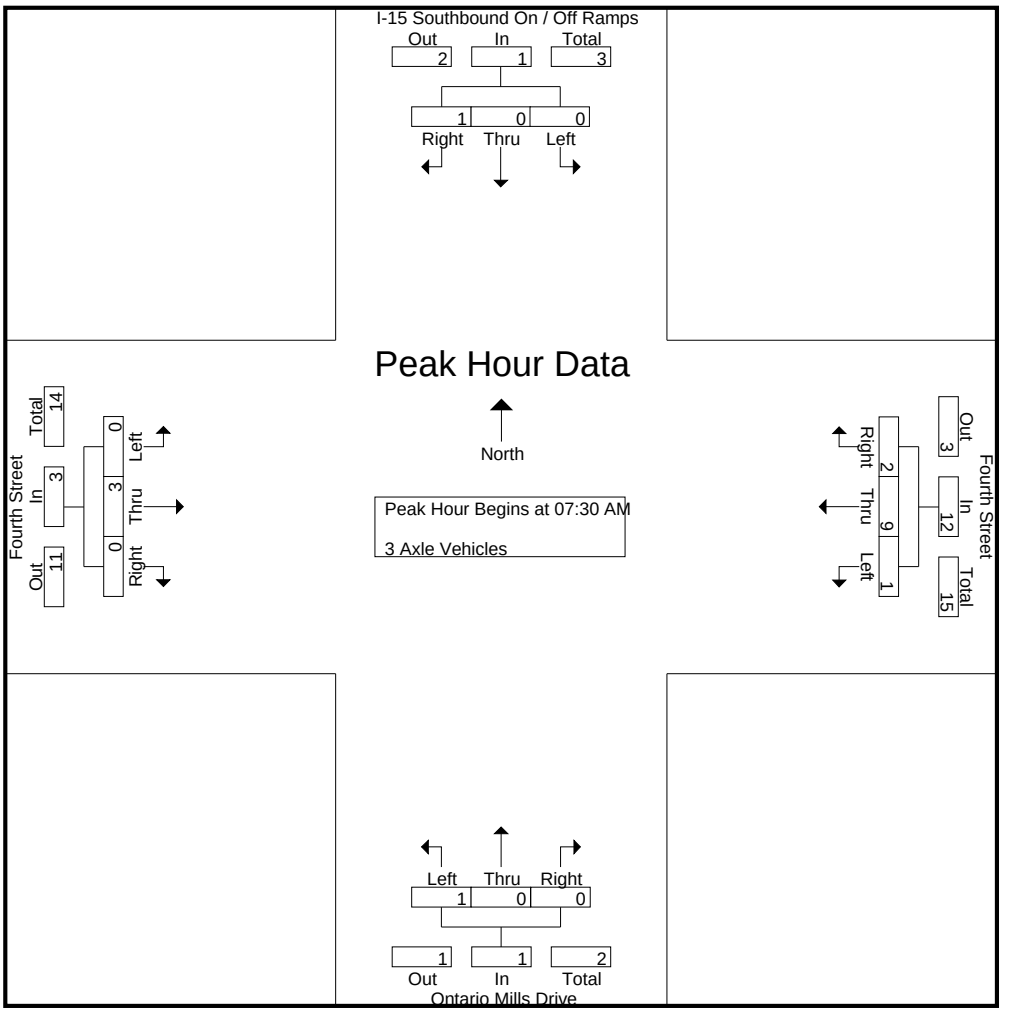
	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	1	0	0	1	0	3	1	4	0	0	0	0	1	2	0	3	8
08:00 AM	0	0	1	1	1	5	1	7	1	0	0	1	0	0	0	0	9
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:30 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	4	0	4	0	1	0	1	1	2	0	3	8
Total	0	0	1	1	1	12	3	16	1	1	0	2	1	3	0	4	23
Grand Total	1	0	1	2	1	15	4	20	1	1	0	2	2	5	0	7	31
Apprch %	50	0	50		5	75	20		50	50	0		28.6	71.4	0		
Total %	3.2	0	3.2	6.5	3.2	48.4	12.9	64.5	3.2	3.2	0	6.5	6.5	16.1	0	22.6	

	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	2	**1**	3	0	0	0	0	0	**1**	0	**1**	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	**1**	**1**	**1**	**5**	1	**7**	**1**	0	0	**1**	0	0	0	0	**9**
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	0	0	1	1	1	9	2	12	1	0	0	1	0	3	0	3	17
% App. Total	0	0	100		8.3	75	16.7		100	0	0		0	100	0		
PHF	.000	.000	.250	.250	.250	.450	.500	.429	.250	.000	.000	.250	.000	.750	.000	.750	.472

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	2	**1**	3	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	**1**	**1**	**1**	**5**	1	**7**	**1**	0	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
Total Volume	0	0	1	1	1	9	2	12	1	0	0	1	0	3	0	3
% App. Total	0	0	100		8.3	75	16.7		100	0	0		0	100	0	
PHF	.000	.000	.250	.250	.250	.450	.500	.429	.250	.000	.000	.250	.000	.750	.000	.750

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

Groups Printed- 4+ Axle Trucks

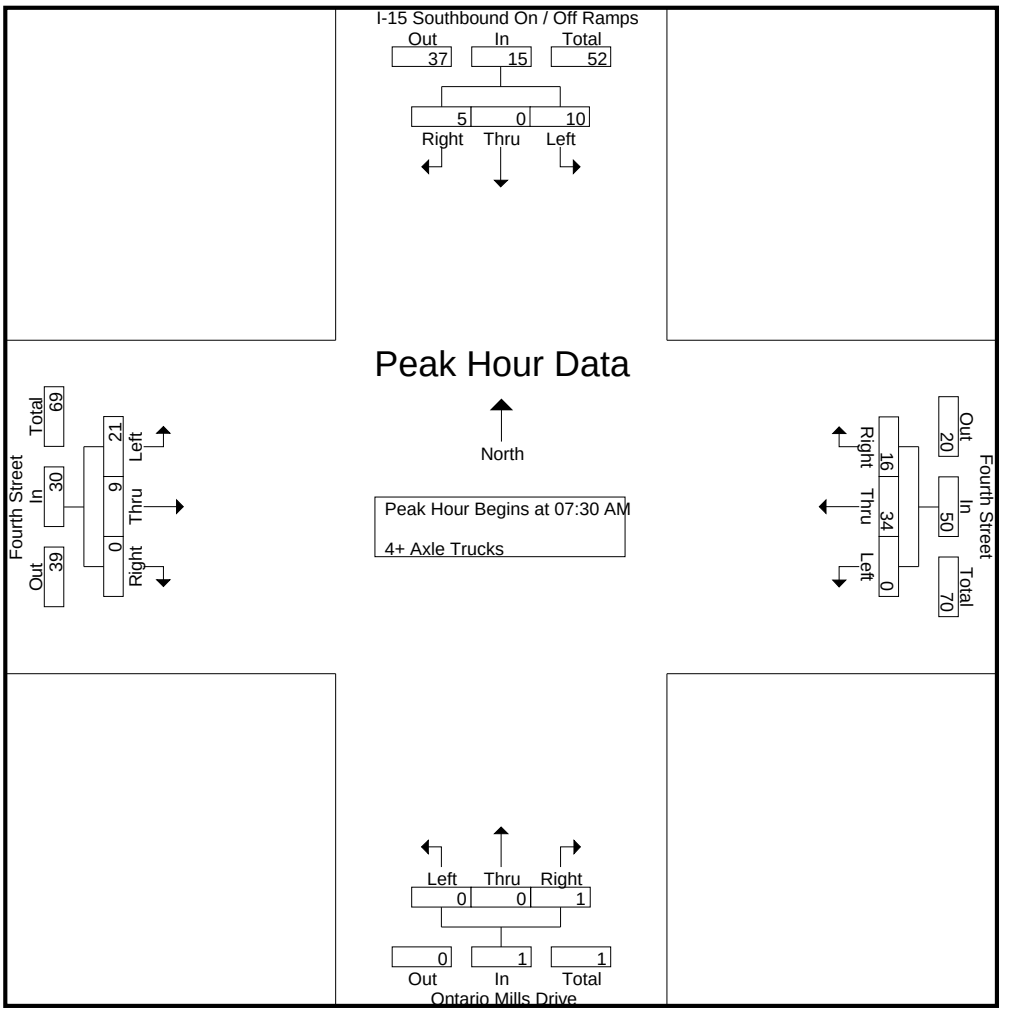
	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	0	1	6	0	5	5	10	0	0	1	1	4	5	0	9	26
07:15 AM	3	0	1	4	0	2	4	6	0	1	0	1	3	2	0	5	16
07:30 AM	2	0	1	3	0	12	4	16	0	0	0	0	8	0	0	8	27
07:45 AM	4	0	1	5	0	6	5	11	0	0	0	0	6	4	0	10	26
Total	14	0	4	18	0	25	18	43	0	1	1	2	21	11	0	32	95
08:00 AM	4	0	1	5	0	8	3	11	0	0	0	0	5	4	0	9	25
08:15 AM	0	0	2	2	0	8	4	12	0	0	1	1	2	1	0	3	18
08:30 AM	4	0	0	4	0	11	9	20	0	0	0	0	6	5	1	12	36
08:45 AM	3	0	5	8	0	17	5	22	0	0	0	0	7	5	0	12	42
Total	11	0	8	19	0	44	21	65	0	0	1	1	20	15	1	36	121
Grand Total	25	0	12	37	0	69	39	108	0	1	2	3	41	26	1	68	216
Apprch %	67.6	0	32.4		0	63.9	36.1		0	33.3	66.7		60.3	38.2	1.5		
Total %	11.6	0	5.6	17.1	0	31.9	18.1	50	0	0.5	0.9	1.4	19	12	0.5	31.5	

	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	0	1	3	0	**12**	4	**16**	0	0	0	0	**8**	0	0	8	**27**
07:45 AM	**4**	0	1	**5**	0	6	**5**	11	0	0	0	0	6	**4**	0	**10**	26
08:00 AM	4	0	1	5	0	8	3	11	0	0	0	0	5	4	0	9	25
08:15 AM	0	0	**2**	2	0	8	4	12	0	0	**1**	**1**	2	1	0	3	18
Total Volume	10	0	5	15	0	34	16	50	0	0	1	1	21	9	0	30	96
% App. Total	66.7	0	33.3		0	68	32		0	0	100		70	30	0		
PHF	.625	.000	.625	.750	.000	.708	.800	.781	.000	.000	.250	.250	.656	.563	.000	.750	.889

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4AM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 2



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

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	0	1	3	0	**12**	4	**16**	0	0	0	0	**8**	0	0	8
+15 mins.	**4**	0	1	**5**	0	6	**5**	11	0	0	0	0	6	**4**	0	**10**
+30 mins.	4	0	1	5	0	8	3	11	0	0	0	0	5	4	0	9
+45 mins.	0	0	**2**	2	0	8	4	12	0	0	**1**	**1**	2	1	0	3
Total Volume	10	0	5	15	0	34	16	50	0	0	1	1	21	9	0	30
% App. Total	66.7	0	33.3		0	68	32		0	0	100		70	30	0	
PHF	.625	.000	.625	.750	.000	.708	.800	.781	.000	.000	.250	.250	.656	.563	.000	.750

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4PM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

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

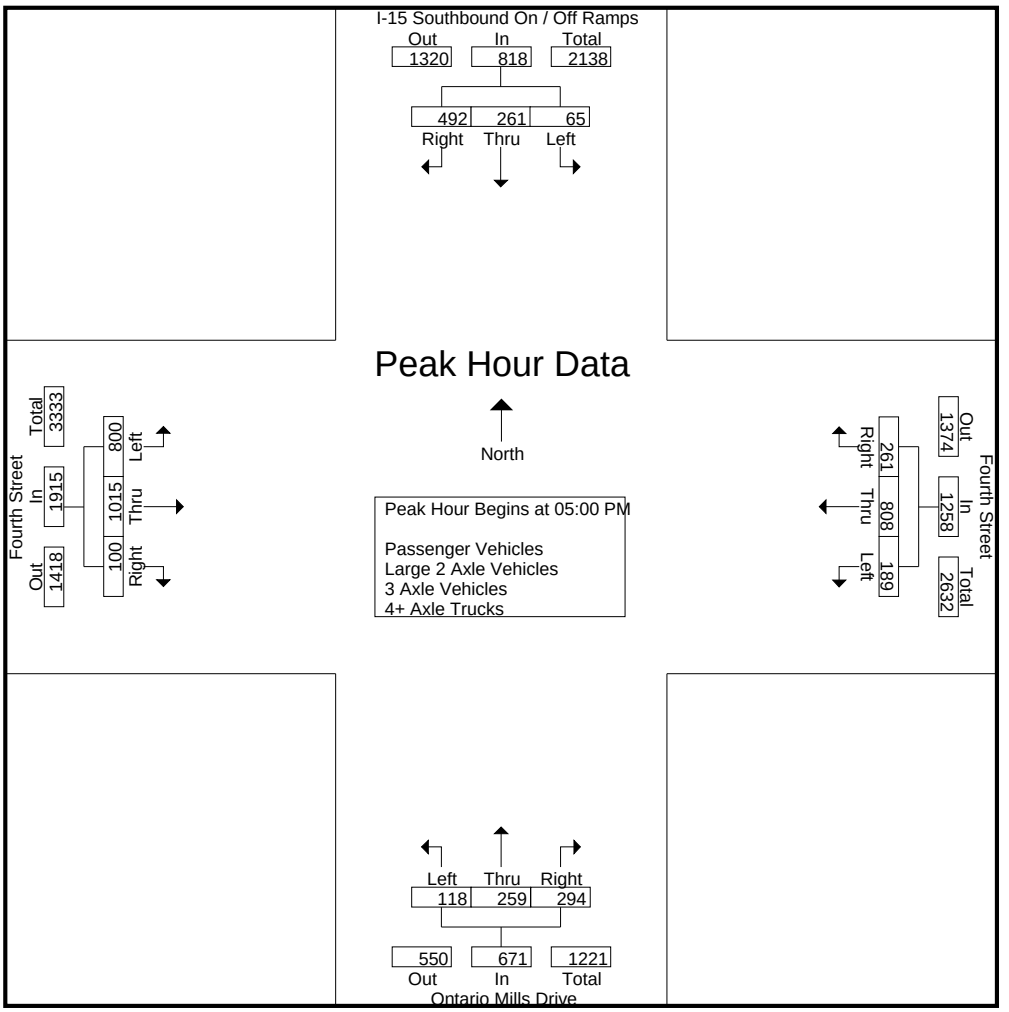
	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	17	52	113	182	61	163	85	309	29	54	54	137	196	197	24	417	1045
04:15 PM	20	53	96	169	42	187	68	297	24	55	66	145	174	238	18	430	1041
04:30 PM	14	51	116	181	47	170	54	271	22	47	89	158	192	216	31	439	1049
04:45 PM	17	51	121	189	46	178	67	291	24	46	69	139	196	194	19	409	1028
Total	68	207	446	721	196	698	274	1168	99	202	278	579	758	845	92	1695	4163
05:00 PM	12	66	112	190	55	212	81	348	28	88	74	190	210	271	19	500	1228
05:15 PM	14	77	124	215	38	189	79	306	30	77	97	204	221	294	34	549	1274
05:30 PM	20	64	112	196	41	209	62	312	29	55	67	151	200	219	31	450	1109
05:45 PM	19	54	144	217	55	198	39	292	31	39	56	126	169	231	16	416	1051
Total	65	261	492	818	189	808	261	1258	118	259	294	671	800	1015	100	1915	4662
Grand Total	133	468	938	1539	385	1506	535	2426	217	461	572	1250	1558	1860	192	3610	8825
Apprch %	8.6	30.4	60.9		15.9	62.1	22.1		17.4	36.9	45.8		43.2	51.5	5.3		
Total %	1.5	5.3	10.6	17.4	4.4	17.1	6.1	27.5	2.5	5.2	6.5	14.2	17.7	21.1	2.2	40.9	
Passenger Vehicles	105	467	922	1494	383	1420	515	2318	215	459	571	1245	1529	1810	190	3529	8586
% Passenger Vehicles	78.9	99.8	98.3	97.1	99.5	94.3	96.3	95.5	99.1	99.6	99.8	99.6	98.1	97.3	99	97.8	97.3
Large 2 Axle Vehicles	8	0	2	10	1	31	4	36	1	1	0	2	3	13	2	18	66
% Large 2 Axle Vehicles	6	0	0.2	0.6	0.3	2.1	0.7	1.5	0.5	0.2	0	0.2	0.2	0.7	1	0.5	0.7
3 Axle Vehicles	0	1	1	2	1	11	1	13	1	1	1	3	1	13	0	14	32
% 3 Axle Vehicles	0	0.2	0.1	0.1	0.3	0.7	0.2	0.5	0.5	0.2	0.2	0.2	0.1	0.7	0	0.4	0.4
4+ Axle Trucks	20	0	13	33	0	44	15	59	0	0	0	0	25	24	0	49	141
% 4+ Axle Trucks	15	0	1.4	2.1	0	2.9	2.8	2.4	0	0	0	0	1.6	1.3	0	1.4	1.6

	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	12	66	112	190	**55**	**212**	**81**	**348**	28	**88**	74	190	210	271	19	500	1228
05:15 PM	14	**77**	124	215	38	189	79	306	30	77	**97**	**204**	**221**	**294**	**34**	**549**	**1274**
05:30 PM	**20**	64	112	196	41	209	62	312	29	55	67	151	200	219	31	450	1109
05:45 PM	19	54	**144**	**217**	55	198	39	292	**31**	39	56	126	169	231	16	416	1051
Total Volume	65	261	492	818	189	808	261	1258	118	259	294	671	800	1015	100	1915	4662
% App. Total	7.9	31.9	60.1		15	64.2	20.7		17.6	38.6	43.8		41.8	53	5.2		
PHF	.813	.847	.854	.942	.859	.953	.806	.904	.952	.736	.758	.822	.905	.863	.735	.872	.915

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4PM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 2



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

	05:00 PM				05:00 PM				04:30 PM				05:00 PM			
+0 mins.	12	66	112	190	**55**	**212**	**81**	**348**	22	47	89	158	210	271	19	500
+15 mins.	14	**77**	124	215	38	189	79	306	24	46	69	139	**221**	**294**	**34**	**549**
+30 mins.	**20**	64	112	196	41	209	62	312	28	**88**	74	190	200	219	31	450
+45 mins.	19	54	**144**	**217**	55	198	39	292	**30**	77	**97**	**204**	169	231	16	416
Total Volume	65	261	492	818	189	808	261	1258	104	258	329	691	800	1015	100	1915
% App. Total	7.9	31.9	60.1		15	64.2	20.7		15.1	37.3	47.6		41.8	53	5.2	
PHF	.813	.847	.854	.942	.859	.953	.806	.904	.867	.733	.848	.847	.905	.863	.735	.872

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4PM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

Groups Printed- Passenger Vehicles

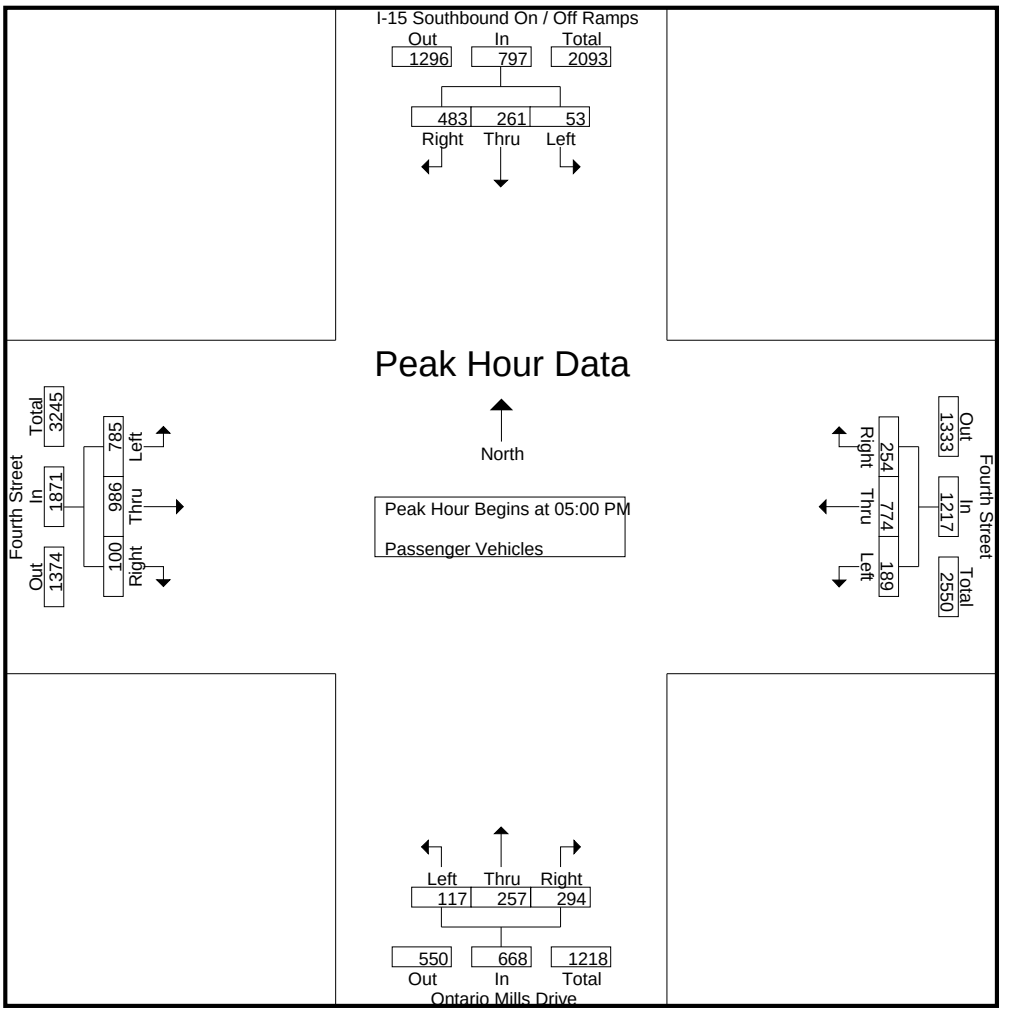
	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	52	109	175	61	154	81	296	28	54	54	136	189	193	24	406	1013
04:15 PM	16	53	95	164	42	170	63	275	24	55	65	144	173	231	17	421	1004
04:30 PM	9	50	115	174	46	159	53	258	22	47	89	158	187	211	30	428	1018
04:45 PM	13	51	120	184	45	163	64	272	24	46	69	139	195	189	19	403	998
Total	52	206	439	697	194	646	261	1101	98	202	277	577	744	824	90	1658	4033
05:00 PM	8	66	108	182	55	202	77	334	27	87	74	188	206	265	19	490	1194
05:15 PM	13	77	123	213	38	183	79	300	30	77	97	204	218	282	34	534	1251
05:30 PM	18	64	110	192	41	200	59	300	29	55	67	151	196	215	31	442	1085
05:45 PM	14	54	142	210	55	189	39	283	31	38	56	125	165	224	16	405	1023
Total	53	261	483	797	189	774	254	1217	117	257	294	668	785	986	100	1871	4553
Grand Total	105	467	922	1494	383	1420	515	2318	215	459	571	1245	1529	1810	190	3529	8586
Apprch %	7	31.3	61.7		16.5	61.3	22.2		17.3	36.9	45.9		43.3	51.3	5.4		
Total %	1.2	5.4	10.7	17.4	4.5	16.5	6	27	2.5	5.3	6.7	14.5	17.8	21.1	2.2	41.1	

	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	8	66	108	182	**55**	**202**	77	**334**	27	**87**	74	188	206	265	19	490	1194
05:15 PM	13	**77**	123	**213**	38	183	**79**	300	30	77	**97**	**204**	**218**	**282**	**34**	**534**	**1251**
05:30 PM	**18**	64	110	192	41	200	59	300	29	55	67	151	196	215	31	442	1085
05:45 PM	14	54	**142**	210	55	189	39	283	**31**	38	56	125	165	224	16	405	1023
Total Volume	53	261	483	797	189	774	254	1217	117	257	294	668	785	986	100	1871	4553
% App. Total	6.6	32.7	60.6		15.5	63.6	20.9		17.5	38.5	44		42	52.7	5.3		
PHF	.736	.847	.850	.935	.859	.958	.804	.911	.944	.739	.758	.819	.900	.874	.735	.876	.910

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4PM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 2



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

	05:00 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	8	66	108	182	**55**	**202**	77	**334**	24	46	69	139	206	265	19	490
+15 mins.	13	**77**	123	**213**	38	183	**79**	300	27	**87**	74	188	**218**	**282**	**34**	**534**
+30 mins.	**18**	64	110	192	41	200	59	300	**30**	77	**97**	**204**	196	215	31	442
+45 mins.	14	54	**142**	210	55	189	39	283	29	55	67	151	165	224	16	405
Total Volume	53	261	483	797	189	774	254	1217	110	265	307	682	785	986	100	1871
% App. Total	6.6	32.7	60.6		15.5	63.6	20.9		16.1	38.9	45		42	52.7	5.3	
PHF	.736	.847	.850	.935	.859	.958	.804	.911	.917	.761	.791	.836	.900	.874	.735	.876

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4PM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

Groups Printed- Large 2 Axle Vehicles

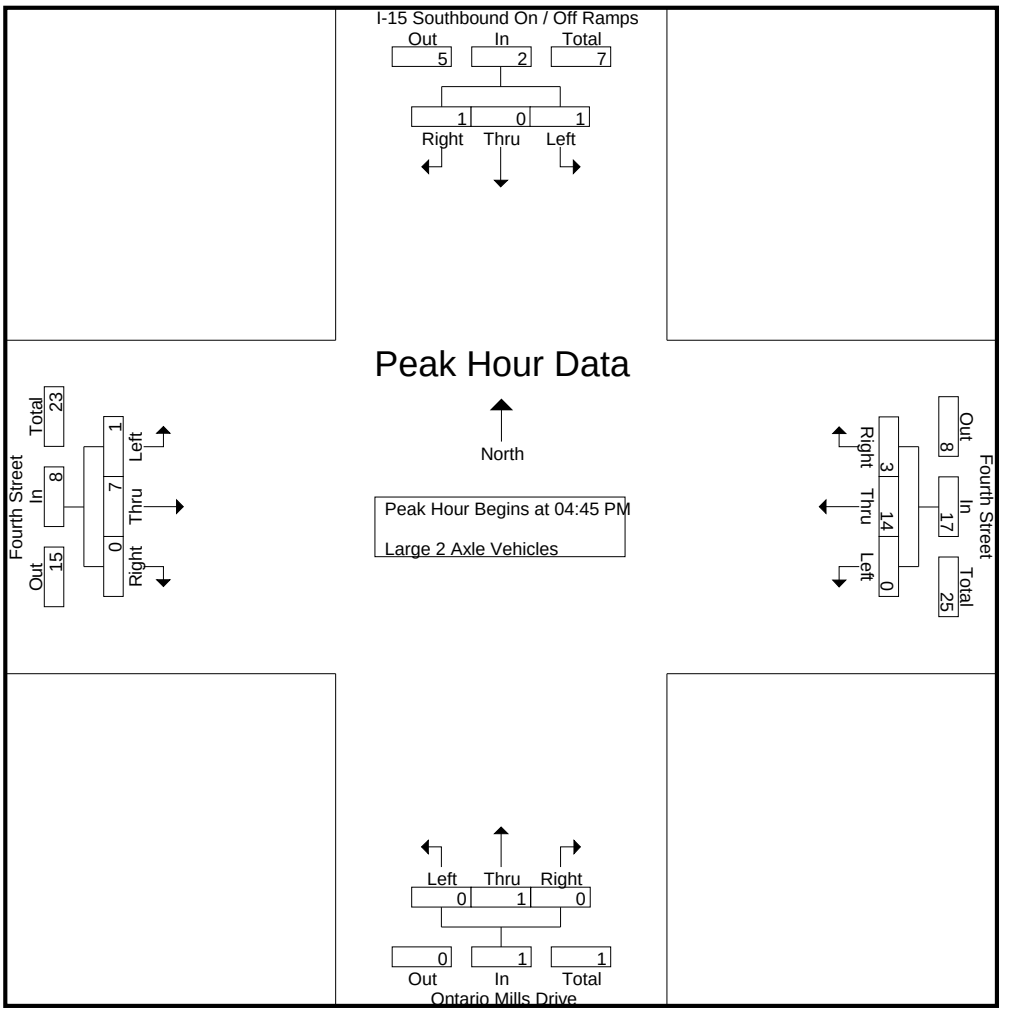
	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	2	0	0	2	0	3	1	4	1	0	0	1	1	0	0	1	8
04:15 PM	2	0	0	2	0	6	0	6	0	0	0	0	0	2	1	3	11
04:30 PM	3	0	1	4	1	4	0	5	0	0	0	0	1	2	1	4	13
04:45 PM	0	0	0	0	0	5	1	6	0	0	0	0	0	1	0	1	7
Total	7	0	1	8	1	18	2	21	1	0	0	1	2	5	2	9	39
05:00 PM	1	0	1	2	0	4	2	6	0	1	0	1	0	2	0	2	11
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	1	3	0	4	7
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	2	0	2	6
Total	1	0	1	2	0	13	2	15	0	1	0	1	1	8	0	9	27
Grand Total	8	0	2	10	1	31	4	36	1	1	0	2	3	13	2	18	66
Apprch %	80	0	20		2.8	86.1	11.1		50	50	0		16.7	72.2	11.1		
Total %	12.1	0	3	15.2	1.5	47	6.1	54.5	1.5	1.5	0	3	4.5	19.7	3	27.3	

	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**5**	1	**6**	0	0	0	0	0	1	0	1	7
05:00 PM	**1**	0	**1**	**2**	0	4	**2**	6	0	**1**	0	**1**	0	2	0	2	**11**
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	**1**	**3**	0	**4**	7
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total Volume	1	0	1	2	0	14	3	17	0	1	0	1	1	7	0	8	28
% App. Total	50	0	50		0	82.4	17.6		0	100	0		12.5	87.5	0		
PHF	.250	.000	.250	.250	.000	.700	.375	.708	.000	.250	.000	.250	.250	.583	.000	.500	.636

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4PM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 2



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

	04:45 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	0	0	0	0	0	**5**	1	**6**	0	0	0	0	0	2	0	2
+15 mins.	**1**	0	**1**	**2**	0	4	**2**	6	0	**1**	0	**1**	**1**	**3**	0	**4**
+30 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2
Total Volume	1	0	1	2	0	14	3	17	0	1	0	1	1	8	0	9
% App. Total	50	0	50		0	82.4	17.6		0	100	0		11.1	88.9	0	
PHF	.250	.000	.250	.250	.000	.700	.375	.708	.000	.250	.000	.250	.250	.667	.000	.563

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4PM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

Groups Printed- 3 Axle Vehicles

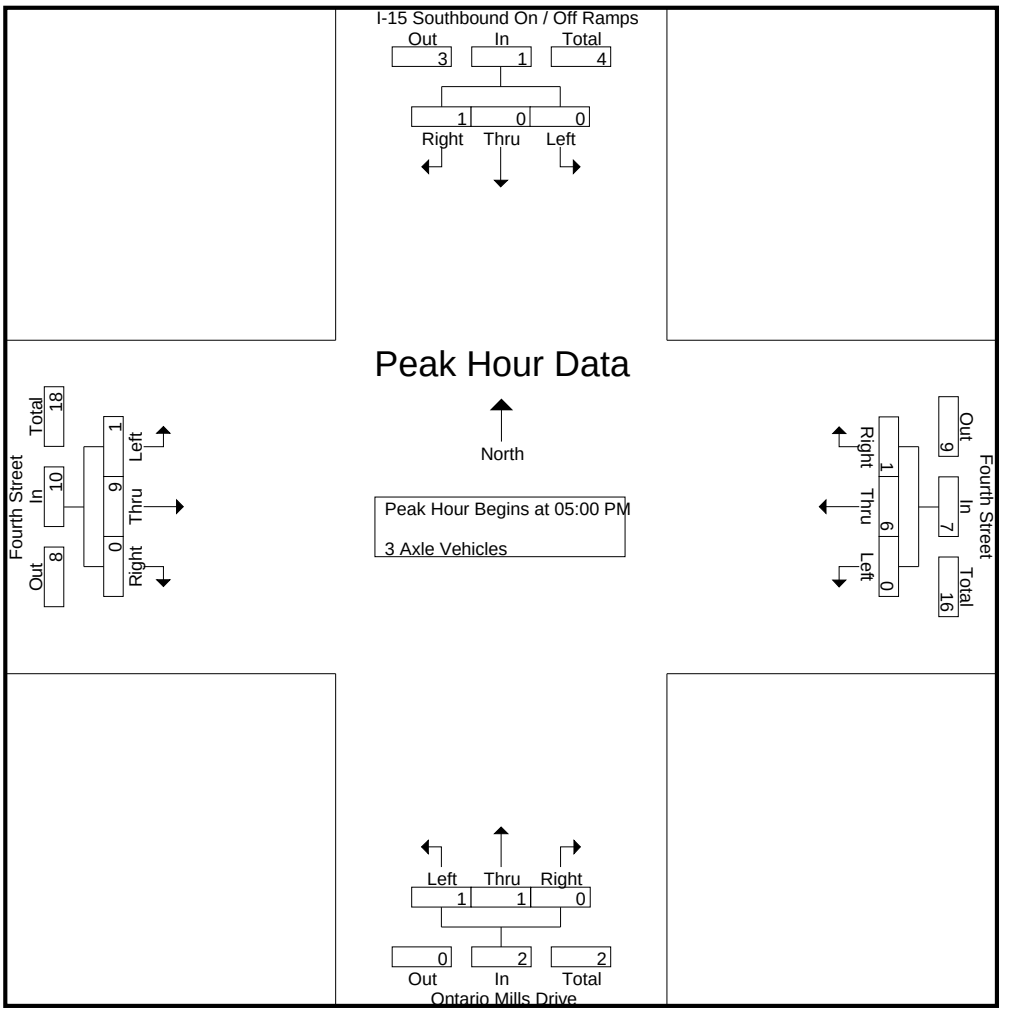
	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	1	0	1	4
04:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
04:45 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
Total	0	1	0	1	1	5	0	6	0	0	1	1	0	4	0	4	12
05:00 PM	0	0	1	1	0	3	1	4	1	0	0	1	0	1	0	1	7
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	1	0	1	0	1	0	1	1	2	0	3	5
Total	0	0	1	1	0	6	1	7	1	1	0	2	1	9	0	10	20
Grand Total	0	1	1	2	1	11	1	13	1	1	1	3	1	13	0	14	32
Apprch %	0	50	50		7.7	84.6	7.7		33.3	33.3	33.3		7.1	92.9	0		
Total %	0	3.1	3.1	6.2	3.1	34.4	3.1	40.6	3.1	3.1	3.1	9.4	3.1	40.6	0	43.8	

	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	**1**	**1**	0	**3**	**1**	**4**	**1**	0	0	**1**	0	1	0	1	**7**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**5**	0	**5**	5
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	1	0	1	0	**1**	0	1	**1**	2	0	3	5
Total Volume	0	0	1	1	0	6	1	7	1	1	0	2	1	9	0	10	20
% App. Total	0	0	100		0	85.7	14.3		50	50	0		10	90	0		
PHF	.000	.000	.250	.250	.000	.500	.250	.438	.250	.250	.000	.500	.250	.450	.000	.500	.714

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4PM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 2



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

	04:45 PM				04:45 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	**1**	2	0	3	**1**	0	0	**1**	0	1	0	1
+15 mins.	0	0	**1**	**1**	0	**3**	**1**	**4**	0	0	0	0	0	**5**	0	**5**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	2	0	2	0	**1**	0	1	**1**	2	0	3
Total Volume	0	0	1	1	1	7	1	9	1	1	0	2	1	9	0	10
% App. Total	0	0	100		11.1	77.8	11.1		50	50	0		10	90	0	
PHF	.000	.000	.250	.250	.250	.583	.250	.563	.250	.250	.000	.500	.250	.450	.000	.500

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4PM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 1

Groups Printed- 4+ Axle Trucks

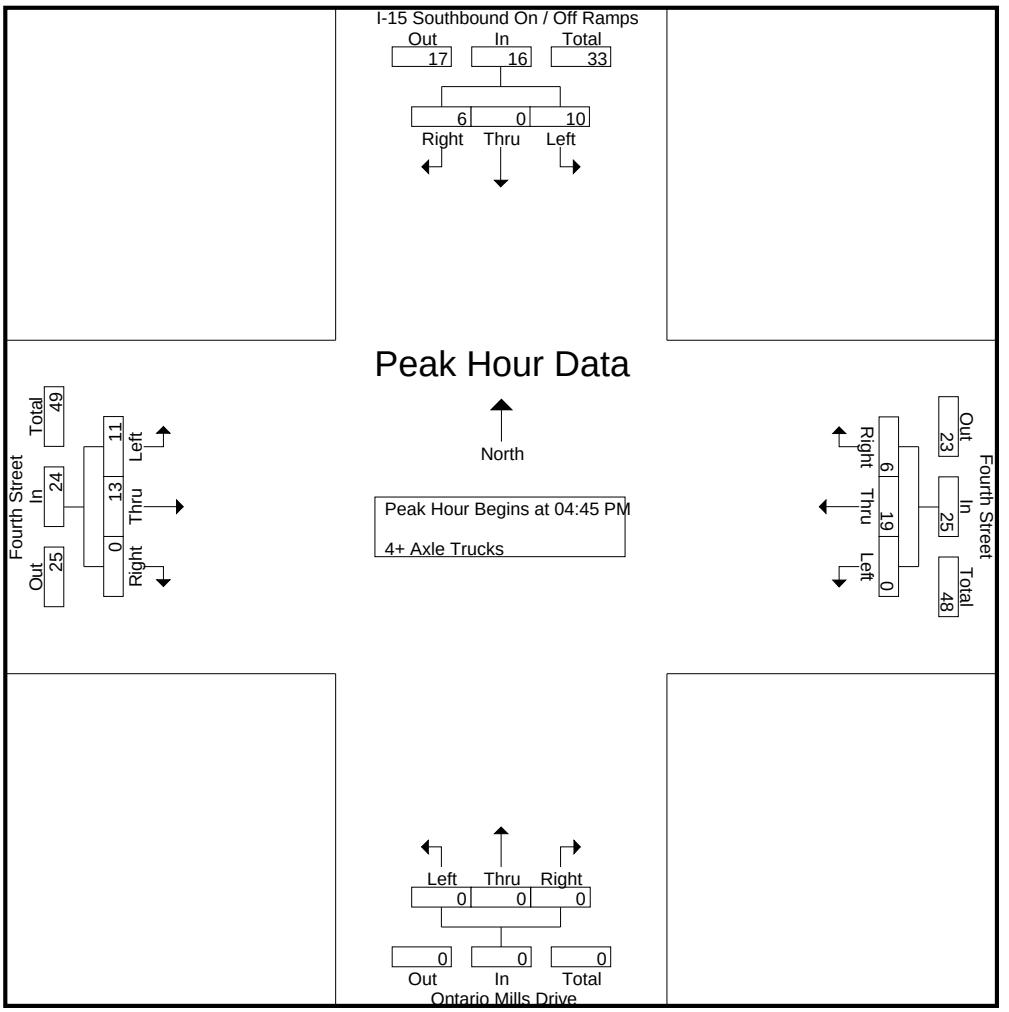
	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	4	5	0	6	3	9	0	0	0	0	6	3	0	9	23
04:15 PM	2	0	1	3	0	9	5	14	0	0	0	0	1	4	0	5	22
04:30 PM	2	0	0	2	0	6	1	7	0	0	0	0	4	1	0	5	14
04:45 PM	4	0	1	5	0	8	2	10	0	0	0	0	1	4	0	5	20
Total	9	0	6	15	0	29	11	40	0	0	0	0	12	12	0	24	79
05:00 PM	3	0	2	5	0	3	1	4	0	0	0	0	4	3	0	7	16
05:15 PM	1	0	1	2	0	3	0	3	0	0	0	0	2	4	0	6	11
05:30 PM	2	0	2	4	0	5	3	8	0	0	0	0	4	2	0	6	18
05:45 PM	5	0	2	7	0	4	0	4	0	0	0	0	3	3	0	6	17
Total	11	0	7	18	0	15	4	19	0	0	0	0	13	12	0	25	62
Grand Total	20	0	13	33	0	44	15	59	0	0	0	0	25	24	0	49	141
Apprch %	60.6	0	39.4		0	74.6	25.4		0	0	0		51	49	0		
Total %	14.2	0	9.2	23.4	0	31.2	10.6	41.8	0	0	0	0	17.7	17	0	34.8	

	I-15 Southbound On / Off Ramps Southbound				Fourth Street Westbound				Ontario Mills Drive Northbound				Fourth Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**4**	0	1	**5**	0	**8**	2	**10**	0	0	0	0	1	**4**	0	5	**20**
05:00 PM	3	0	**2**	5	0	3	1	4	0	0	0	0	**4**	3	0	**7**	16
05:15 PM	1	0	1	2	0	3	0	3	0	0	0	0	2	4	0	6	11
05:30 PM	2	0	2	4	0	5	**3**	8	0	0	0	0	4	2	0	6	18
Total Volume	10	0	6	16	0	19	6	25	0	0	0	0	11	13	0	24	65
% App. Total	62.5	0	37.5		0	76	24		0	0	0		45.8	54.2	0		
PHF	.625	.000	.750	.800	.000	.594	.500	.625	.000	.000	.000	.000	.688	.813	.000	.857	.813

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City of Rancho Cucamonga
N/S: I-15 Southbound On / Off Ramps
E/W: Fourth Street
Weather: Clear

File Name : RNC15S4PM
Site Code : 09814452
Start Date : 11/20/2014
Page No : 2



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

	05:00 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	3	0	**2**	5	0	**8**	2	**10**	0	0	0	0	**4**	3	0	**7**
+15 mins.	1	0	1	2	0	3	1	4	0	0	0	0	2	**4**	0	6
+30 mins.	2	0	2	4	0	3	0	3	0	0	0	0	4	2	0	6
+45 mins.	**5**	0	2	**7**	0	5	**3**	8	0	0	0	0	3	3	0	6
Total Volume	11	0	7	18	0	19	6	25	0	0	0	0	13	12	0	25
% App. Total	61.1	0	38.9		0	76	24		0	0	0		52	48	0	
PHF	.550	.000	.875	.643	.000	.594	.500	.625	.000	.000	.000	.000	.813	.750	.000	.893

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-6036-001 **Day:** Wednesday

City: Rancho Cucamonga **Date:** 2/26/2014

AM

NS/EW Streets:	Haven Ave			Haven Ave			4th St			4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL
7:00 AM	21	271	47	10	231	9	8	37	16	24	48	12	734
7:15 AM	20	360	94	15	254	10	10	45	23	40	64	21	956
7:30 AM	31	330	117	14	332	12	12	56	29	50	80	32	1095
7:45 AM	38	481	136	22	269	9	23	81	30	53	97	23	1262
8:00 AM	44	423	90	16	254	9	16	57	23	46	77	37	1092
8:15 AM	47	368	60	27	243	12	17	58	29	39	79	20	999
8:30 AM	41	380	74	17	247	7	16	46	22	40	54	24	968
8:45 AM	38	364	86	18	254	8	23	54	22	29	60	20	976
TOTAL VOLUMES :	280	2977	704	139	2084	76	125	434	194	321	559	189	8082
APPROACH %'s :	7.07%	75.16%	17.77%	6.05%	90.65%	3.31%	16.60%	57.64%	25.76%	30.03%	52.29%	17.68%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	160	1602	403	79	1098	42	68	252	111	188	333	112	4448
PEAK HR FACTOR :		0.826			0.851			0.804			0.915		0.881

UTURNS	NB	SB	EB	WB
	0	1		0
	0	0		0
	0	0		0
	2	0		0
	1	0		1
	1	1		0
	1	0		1
	1	0		1
TOTAL VOLUMES :	6	2	0	3

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-6036-001 **Day:** Wednesday

City: Rancho Cucamonga **Date:** 2/26/2014

PM

NS/EW Streets:	Haven Ave			Haven Ave			4th St			4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 3	NR 1	SL 2	ST 3	SR 1	EL 2	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL
4:00 PM	35	327	84	30	382	22	26	90	33	104	105	39	1277
4:15 PM	37	332	78	43	303	18	12	113	27	79	117	38	1197
4:30 PM	35	350	79	53	381	30	18	96	40	82	126	28	1318
4:45 PM	30	386	95	43	343	24	16	106	41	74	121	29	1308
5:00 PM	45	299	93	44	441	25	20	113	51	127	179	42	1479
5:15 PM	45	431	126	51	355	26	10	97	26	79	137	46	1429
5:30 PM	38	342	82	43	322	31	15	114	40	94	120	44	1285
5:45 PM	40	374	99	45	303	15	15	108	16	63	90	26	1194
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	305	2841	736	352	2830	191	132	837	274	702	995	292	10487
APPROACH %'s :	7.86%	73.18%	18.96%	10.44%	83.90%	5.66%	10.62%	67.34%	22.04%	35.29%	50.03%	14.68%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	155	1466	393	191	1520	105	64	412	158	362	563	145	5534
PEAK HR FACTOR :		0.836			0.890			0.861			0.769		0.935

UTURNS	NB	SB	EB	WB
	3	0	0	0
	2	0	0	1
	3	0	0	3
	2	0	0	1
	4	1	1	1
	1	0	0	2
	0	1	1	2
	3	0	0	0
	NB	SB	EB	WB
	18	2	2	10

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-6036-005 **Day:** Wednesday

City: Rancho Cucamonga **Date:** 2/26/2014

AM

NS/EW Streets:	Milliken Ave			Milliken Ave			4th St			4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 4	NR 1	SL 2	ST 4	SR 0	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL
7:00 AM	14	106	19	42	162	14	11	40	18	43	106	48	623
7:15 AM	33	136	18	35	160	18	29	43	23	83	153	62	793
7:30 AM	72	192	18	41	195	37	29	45	21	81	188	57	976
7:45 AM	67	208	29	42	224	29	36	53	16	78	235	99	1116
8:00 AM	53	123	24	58	183	24	33	66	26	59	165	64	878
8:15 AM	41	149	22	32	163	23	33	56	18	68	135	74	814
8:30 AM	43	133	28	33	162	19	27	44	26	43	132	58	748
8:45 AM	35	169	31	27	141	22	34	48	28	56	118	66	775
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	358	1216	189	310	1390	186	232	395	176	511	1232	528	6723
APPROACH %'s :	20.31%	68.97%	10.72%	16.44%	73.70%	9.86%	28.89%	49.19%	21.92%	22.50%	54.25%	23.25%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	233	672	93	173	765	113	131	220	81	286	723	294	3784
PEAK HR FACTOR :		0.821			0.891			0.864			0.791		0.848

UTURNS	NB	SB	EB	WB
	0	5	3	2
	2	3	4	2
	1	2	3	4
	0	4	4	1
	4	9	8	6
	2	2	3	2
	1	3	0	1
	4	6	1	3
	NB	SB	EB	WB
	14	34	26	21

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 14-6036-005 **Day:** Wednesday

City: Rancho Cucamonga **Date:** 2/26/2014

PM

NS/EW Streets:	Milliken Ave			Milliken Ave			4th St			4th St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 4	NR 1	SL 2	ST 4	SR 0	EL 2	ET 3	ER 1	WL 2	WT 3	WR 1	TOTAL
4:00 PM	44	202	80	83	187	31	63	208	58	90	112	47	1205
4:15 PM	45	174	57	75	167	22	70	163	60	84	108	47	1072
4:30 PM	53	190	80	114	243	36	61	202	56	91	121	53	1300
4:45 PM	55	253	91	85	208	29	100	131	45	88	137	46	1268
5:00 PM	60	266	87	127	292	36	90	246	104	108	118	61	1595
5:15 PM	68	250	87	103	182	33	85	192	69	94	143	71	1377
5:30 PM	58	267	57	96	167	25	79	141	41	74	107	45	1157
5:45 PM	64	235	78	100	178	28	93	173	57	72	164	60	1302
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	447	1837	617	783	1624	240	641	1456	490	701	1010	430	10276
APPROACH %'s :	15.41%	63.32%	21.27%	29.58%	61.35%	9.07%	24.78%	56.28%	18.94%	32.74%	47.17%	20.08%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	236	959	345	429	925	134	336	771	274	381	519	231	5540
PEAK HR FACTOR :		0.932			0.818			0.785			0.918		0.868

UTURNS

NB	SB	EB	WB
1	9	8	4
2	15	7	4
6	12	6	7
7	10	12	6
5	12	12	8
3	10	11	6
7	22	14	9
0	10	6	8
NB	SB	EB	WB
31	100	76	52

CONTROL : Signalized

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

City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Church Street/Miller Avenue
Weather: Clear

File Name : 14_RNCETCH AM
Site Code : 12817343
Start Date : 5/17/2017
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

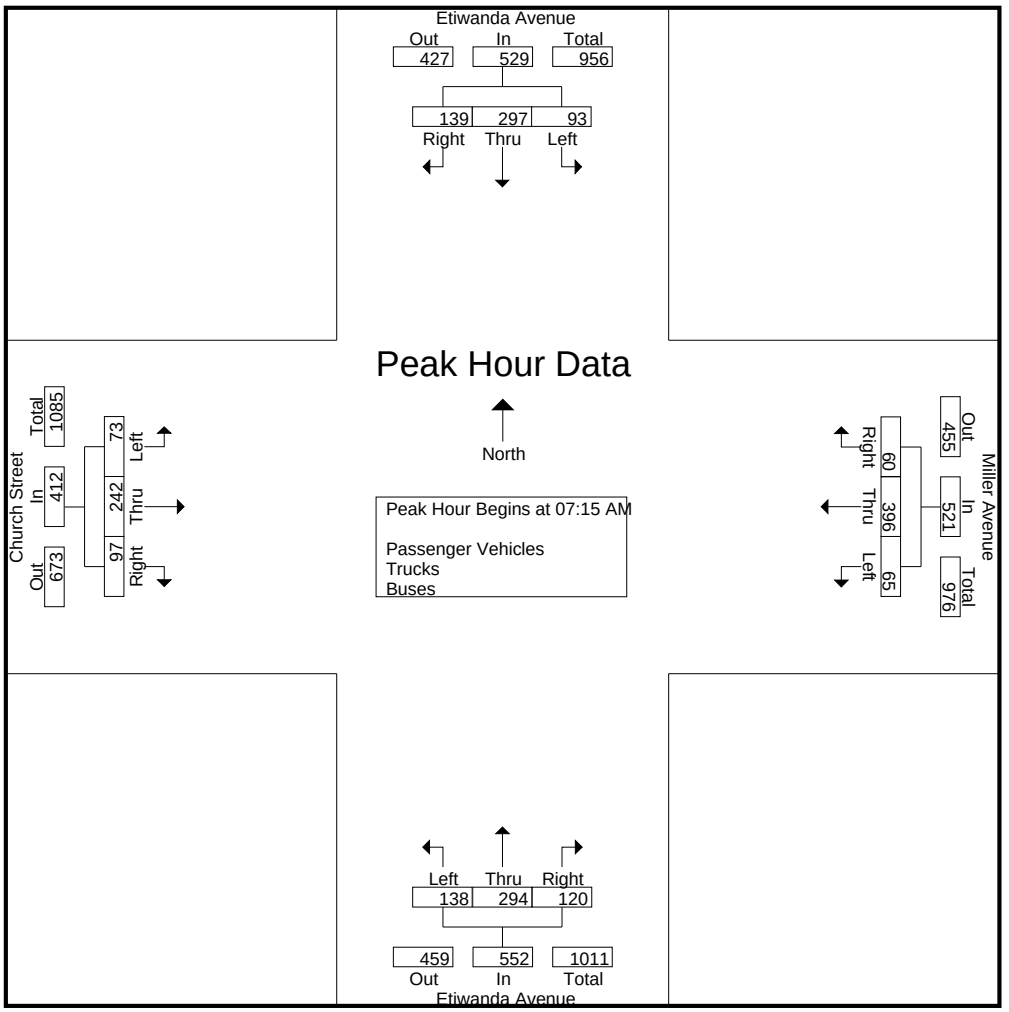
	Etiwanda Avenue Southbound				Miller Avenue Westbound				Etiwanda Avenue Northbound				Church Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	64	21	90	17	65	20	102	22	68	8	98	24	28	20	72	362
07:15 AM	13	74	23	110	21	74	18	113	22	90	11	123	34	47	17	98	444
07:30 AM	35	78	48	161	19	121	14	154	31	86	15	132	15	54	24	93	540
07:45 AM	28	72	36	136	15	103	19	137	45	58	49	152	14	52	28	94	519
Total	81	288	128	497	72	363	71	506	120	302	83	505	87	181	89	357	1865
08:00 AM	17	73	32	122	10	98	9	117	40	60	45	145	10	89	28	127	511
08:15 AM	10	59	26	95	20	66	6	92	23	32	15	70	13	36	19	68	325
08:30 AM	7	44	18	69	10	60	5	75	16	21	3	40	5	35	16	56	240
08:45 AM	3	39	14	56	11	47	9	67	17	33	3	53	3	20	15	38	214
Total	37	215	90	342	51	271	29	351	96	146	66	308	31	180	78	289	1290
Grand Total	118	503	218	839	123	634	100	857	216	448	149	813	118	361	167	646	3155
Apprch %	14.1	60	26		14.4	74	11.7		26.6	55.1	18.3		18.3	55.9	25.9		
Total %	3.7	15.9	6.9	26.6	3.9	20.1	3.2	27.2	6.8	14.2	4.7	25.8	3.7	11.4	5.3	20.5	
Passenger Vehicles	117	487	217	821	123	628	99	850	211	436	148	795	117	356	166	639	3105
% Passenger Vehicles	99.2	96.8	99.5	97.9	100	99.1	99	99.2	97.7	97.3	99.3	97.8	99.2	98.6	99.4	98.9	98.4
Trucks	0	12	1	13	0	0	0	0	1	9	0	10	1	1	0	2	25
% Trucks	0	2.4	0.5	1.5	0	0	0	0	0.5	2	0	1.2	0.8	0.3	0	0.3	0.8
Buses	1	4	0	5	0	6	1	7	4	3	1	8	0	4	1	5	25
% Buses	0.8	0.8	0	0.6	0	0.9	1	0.8	1.9	0.7	0.7	1	0	1.1	0.6	0.8	0.8

	Etiwanda Avenue Southbound				Miller Avenue Westbound				Etiwanda Avenue Northbound				Church Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	13	74	23	110	**21**	74	18	113	22	**90**	11	123	**34**	47	17	98	444
07:30 AM	**35**	**78**	**48**	**161**	19	**121**	14	**154**	31	86	15	132	15	54	24	93	**540**
07:45 AM	28	72	36	136	15	103	**19**	137	**45**	58	**49**	**152**	14	52	**28**	94	519
08:00 AM	17	73	32	122	10	98	9	117	40	60	45	145	10	**89**	28	**127**	511
Total Volume	93	297	139	529	65	396	60	521	138	294	120	552	73	242	97	412	2014
% App. Total	17.6	56.1	26.3		12.5	76	11.5		25	53.3	21.7		17.7	58.7	23.5		
PHF	.664	.952	.724	.821	.774	.818	.789	.846	.767	.817	.612	.908	.537	.680	.866	.811	.932

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

City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Church Street/Miller Avenue
Weather: Clear

File Name : 14_RNCETCH AM
Site Code : 12817343
Start Date : 5/17/2017
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	13	74	23	110	**21**	74	18	113	22	**90**	11	123	**34**	47	17	98
+15 mins.	**35**	**78**	**48**	**161**	19	**121**	14	**154**	31	86	15	132	15	54	24	93
+30 mins.	28	72	36	136	15	103	**19**	137	**45**	58	**49**	**152**	14	52	**28**	94
+45 mins.	17	73	32	122	10	98	9	117	40	60	45	145	10	**89**	28	**127**
Total Volume	93	297	139	529	65	396	60	521	138	294	120	552	73	242	97	412
% App. Total	17.6	56.1	26.3		12.5	76	11.5		25	53.3	21.7		17.7	58.7	23.5	
PHF	.664	.952	.724	.821	.774	.818	.789	.846	.767	.817	.612	.908	.537	.680	.866	.811

Counts Unlimited
PO Box 1178
Corona, CA 92878
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Church Street/Miller Avenue
Weather: Clear

File Name : 14_RNCETCH AM
Site Code : 12817343
Start Date : 5/17/2017
Page No : 1

Groups Printed- Passenger Vehicles

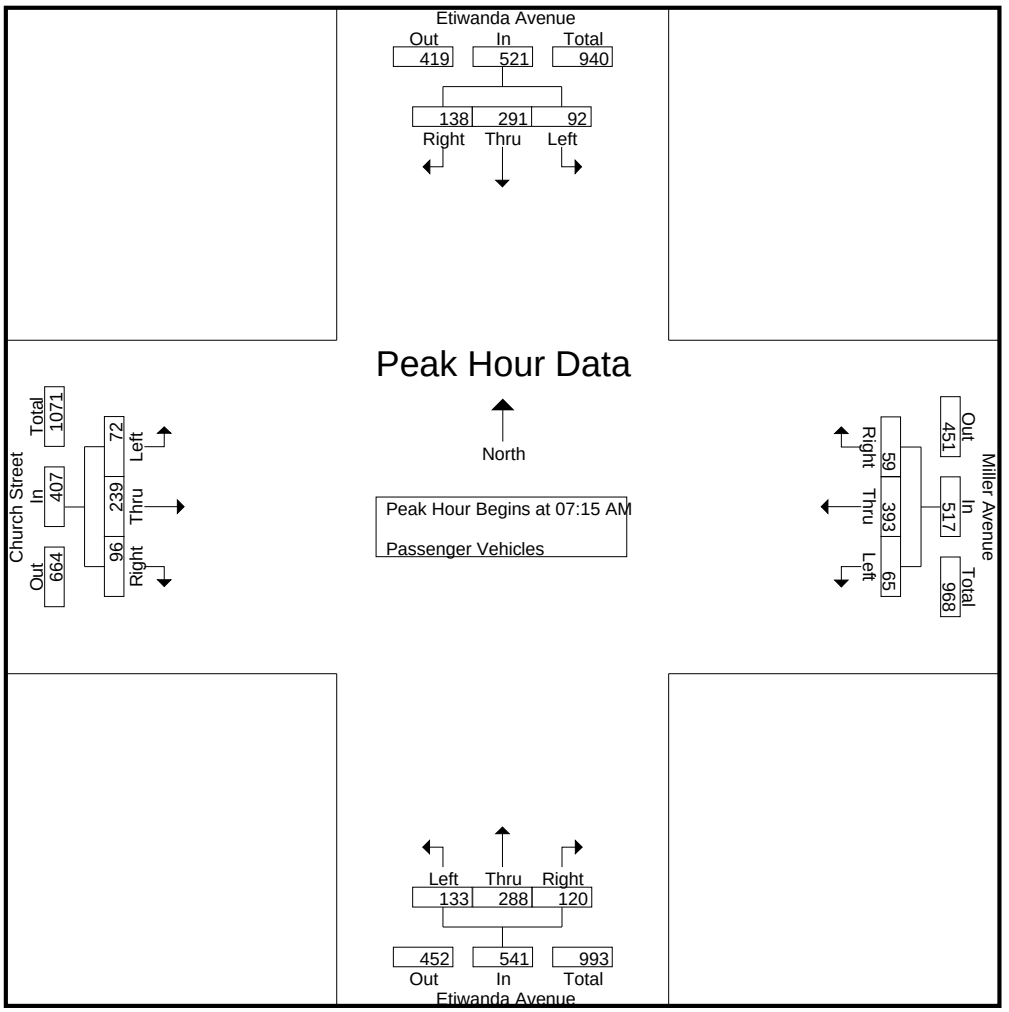
	Etiwanda Avenue Southbound				Miller Avenue Westbound				Etiwanda Avenue Northbound				Church Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	5	59	21	85	17	64	20	101	22	66	7	95	24	27	20	71	352
07:15 AM	13	73	23	109	21	73	18	112	21	89	11	121	34	47	17	98	440
07:30 AM	35	75	48	158	19	121	14	154	30	84	15	129	15	53	24	92	533
07:45 AM	27	71	35	133	15	101	19	135	42	57	49	148	13	52	27	92	508
Total	80	278	127	485	72	359	71	502	115	296	82	493	86	179	88	353	1833
08:00 AM	17	72	32	121	10	98	8	116	40	58	45	143	10	87	28	125	505
08:15 AM	10	58	26	94	20	64	6	90	23	31	15	69	13	36	19	68	321
08:30 AM	7	42	18	67	10	60	5	75	16	21	3	40	5	34	16	55	237
08:45 AM	3	37	14	54	11	47	9	67	17	30	3	50	3	20	15	38	209
Total	37	209	90	336	51	269	28	348	96	140	66	302	31	177	78	286	1272
Grand Total	117	487	217	821	123	628	99	850	211	436	148	795	117	356	166	639	3105
Apprch %	14.3	59.3	26.4		14.5	73.9	11.6		26.5	54.8	18.6		18.3	55.7	26		
Total %	3.8	15.7	7	26.4	4	20.2	3.2	27.4	6.8	14	4.8	25.6	3.8	11.5	5.3	20.6	

	Etiwanda Avenue Southbound				Miller Avenue Westbound				Etiwanda Avenue Northbound				Church Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	13	73	23	109	**21**	73	18	112	21	**89**	11	121	**34**	47	17	98	440
07:30 AM	**35**	**75**	**48**	**158**	19	**121**	14	**154**	30	84	15	129	15	53	24	92	**533**
07:45 AM	27	71	35	133	15	101	**19**	135	**42**	57	**49**	**148**	13	52	27	92	508
08:00 AM	17	72	32	121	10	98	8	116	40	58	45	143	10	**87**	**28**	**125**	505
Total Volume	92	291	138	521	65	393	59	517	133	288	120	541	72	239	96	407	1986
% App. Total	17.7	55.9	26.5		12.6	76	11.4		24.6	53.2	22.2		17.7	58.7	23.6		
PHF	.657	.970	.719	.824	.774	.812	.776	.839	.792	.809	.612	.914	.529	.687	.857	.814	.932

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

City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Church Street/Miller Avenue
Weather: Clear

File Name : 14_RNCETCH AM
Site Code : 12817343
Start Date : 5/17/2017
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	13	73	23	109	**21**	73	18	112	21	**89**	11	121	**34**	47	17	98
+15 mins.	**35**	**75**	**48**	**158**	19	**121**	14	**154**	30	84	15	129	15	53	24	92
+30 mins.	27	71	35	133	15	101	**19**	135	**42**	57	**49**	**148**	13	52	27	92
+45 mins.	17	72	32	121	10	98	8	116	40	58	45	143	10	**87**	**28**	**125**
Total Volume	92	291	138	521	65	393	59	517	133	288	120	541	72	239	96	407
% App. Total	17.7	55.9	26.5		12.6	76	11.4		24.6	53.2	22.2		17.7	58.7	23.6	
PHF	.657	.970	.719	.824	.774	.812	.776	.839	.792	.809	.612	.914	.529	.687	.857	.814

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

City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Church Street/Miller Avenue
Weather: Clear

File Name : 14_RNCETCH AM
Site Code : 12817343
Start Date : 5/17/2017
Page No : 1

Groups Printed- Trucks

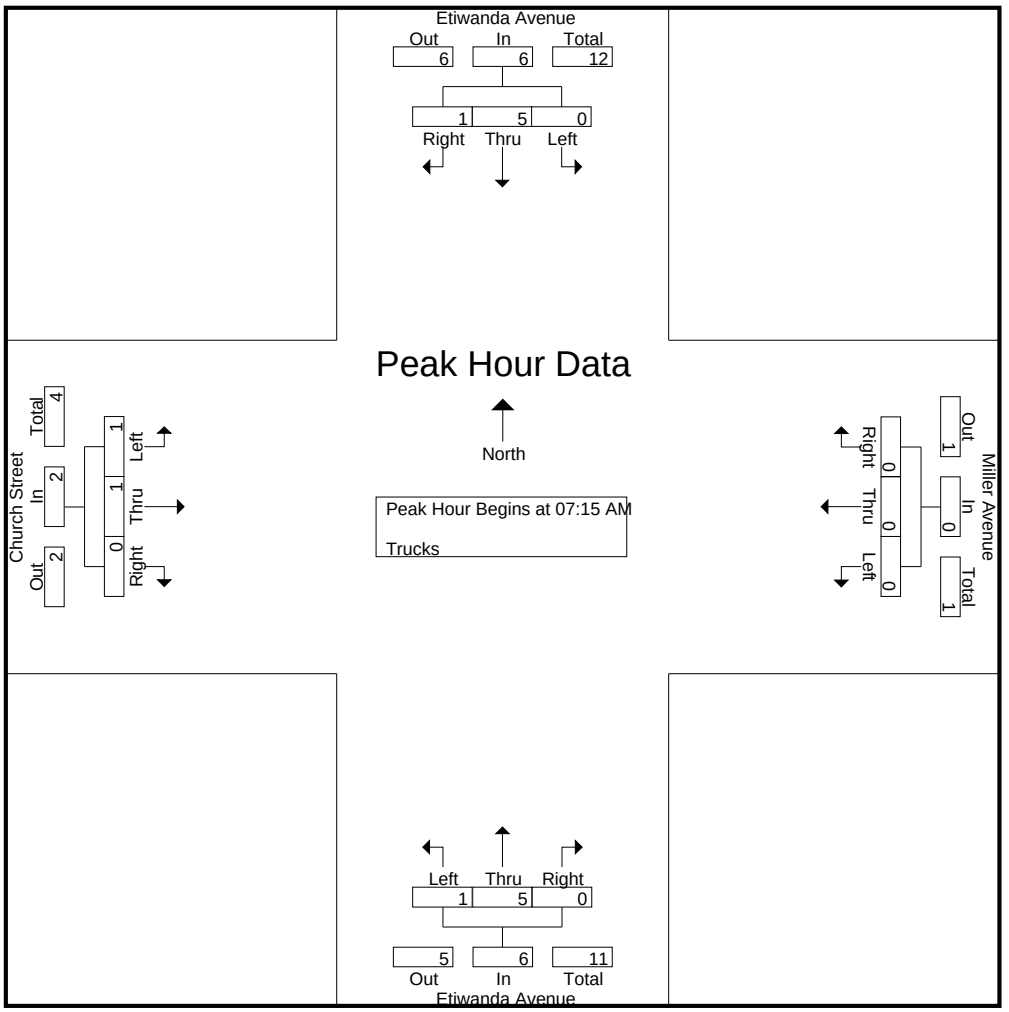
	Etiwanda Avenue Southbound				Miller Avenue Westbound				Etiwanda Avenue Northbound				Church Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
07:45 AM	0	1	1	2	0	0	0	0	1	1	0	2	1	0	0	1	5
Total	0	6	1	7	0	0	0	0	1	5	0	6	1	0	0	1	14
08:00 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:45 AM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Total	0	6	0	6	0	0	0	0	0	4	0	4	0	1	0	1	11
Grand Total	0	12	1	13	0	0	0	0	1	9	0	10	1	1	0	2	25
Apprch %	0	92.3	7.7		0	0	0		10	90	0		50	50	0		
Total %	0	48	4	52	0	0	0	0	4	36	0	40	4	4	0	8	

	Etiwanda Avenue Southbound				Miller Avenue Westbound				Etiwanda Avenue Northbound				Church Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0	4
07:45 AM	0	1	**1**	2	0	0	0	0	**1**	1	0	**2**	**1**	0	0	**1**	**5**
08:00 AM	0	1	0	1	0	0	0	0	0	**2**	0	2	0	**1**	0	1	4
Total Volume	0	5	1	6	0	0	0	0	1	5	0	6	1	1	0	2	14
% App. Total	0	83.3	16.7		0	0	0		16.7	83.3	0		50	50	0		
PHF	.000	.417	.250	.500	.000	.000	.000	.000	.250	.625	.000	.750	.250	.250	.000	.500	.700

Counts Unlimited
PO Box 1178
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Church Street/Miller Avenue
Weather: Clear

File Name : 14_RNCETCH AM
Site Code : 12817343
Start Date : 5/17/2017
Page No : 2



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

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	**3**	0	**3**	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	**1**	2	0	0	0	0	**1**	1	0	**2**	**1**	0	0	**1**
+45 mins.	0	1	0	1	0	0	0	0	0	**2**	0	2	0	**1**	0	1
Total Volume	0	5	1	6	0	0	0	0	1	5	0	6	1	1	0	2
% App. Total	0	83.3	16.7		0	0	0		16.7	83.3	0		50	50	0	
PHF	.000	.417	.250	.500	.000	.000	.000	.000	.250	.625	.000	.750	.250	.250	.000	.500

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
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File Name : 14_RNCETCH AM
Site Code : 12817343
Start Date : 5/17/2017
Page No : 1

Groups Printed- Buses

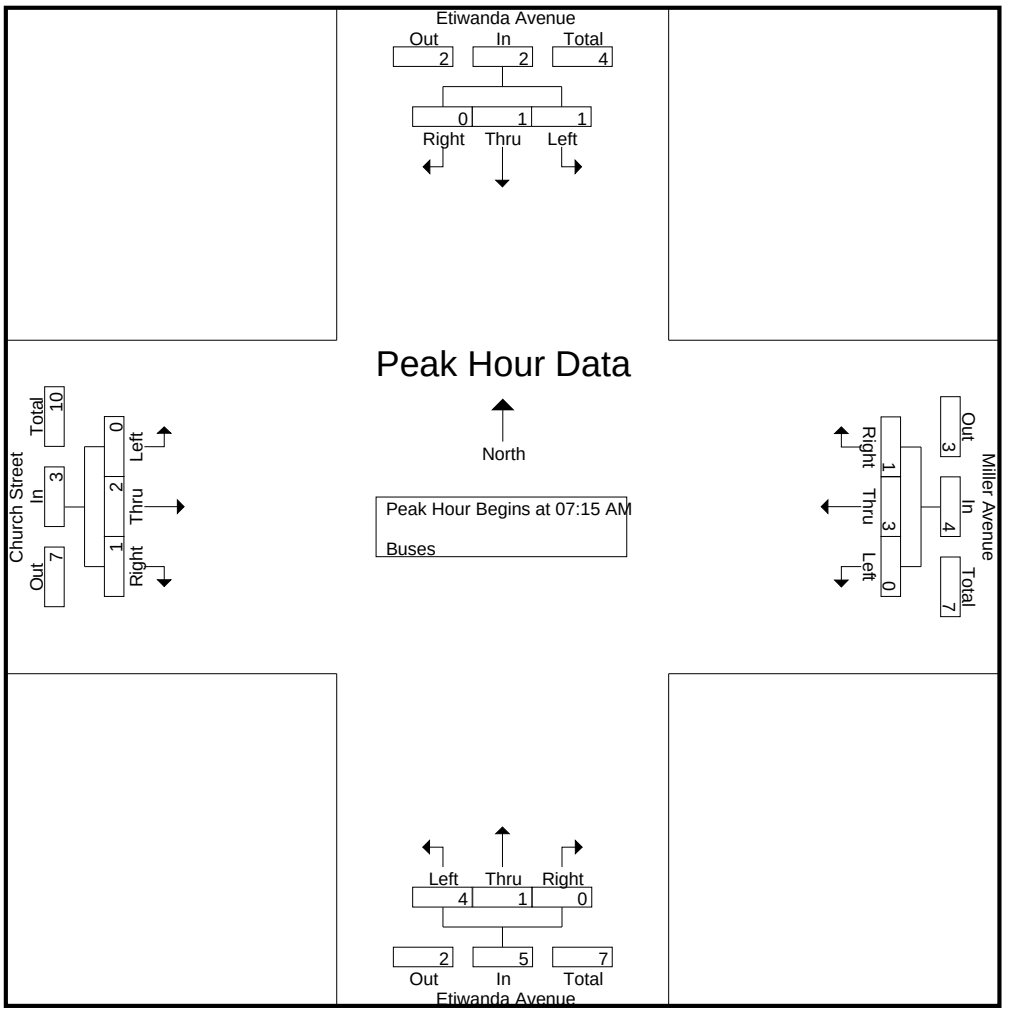
	Etiwanda Avenue Southbound				Miller Avenue Westbound				Etiwanda Avenue Northbound				Church Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	3	0	3	0	1	0	1	0	0	1	1	0	1	0	1	6
07:15 AM	0	1	0	1	0	1	0	1	1	0	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	1	3
07:45 AM	1	0	0	1	0	2	0	2	2	0	0	2	0	0	1	1	6
Total	1	4	0	5	0	4	0	4	4	1	1	6	0	2	1	3	18
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	0	0	0	0	2	1	3	0	2	0	2	0	2	0	2	7
Grand Total	1	4	0	5	0	6	1	7	4	3	1	8	0	4	1	5	25
Apprch %	20	80	0		0	85.7	14.3		50	37.5	12.5		0	80	20		
Total %	4	16	0	20	0	24	4	28	16	12	4	32	0	16	4	20	

	Etiwanda Avenue Southbound				Miller Avenue Westbound				Etiwanda Avenue Northbound				Church Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	0	**1**	0	1	0	1	1	0	0	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	1	**1**	0	**2**	0	**1**	0	**1**	3
07:45 AM	**1**	0	0	1	0	**2**	0	**2**	**2**	0	0	2	0	0	**1**	1	**6**
08:00 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	1	0	1	2
Total Volume	1	1	0	2	0	3	1	4	4	1	0	5	0	2	1	3	14
% App. Total	50	50	0		0	75	25		80	20	0		0	66.7	33.3		
PHF	.250	.250	.000	.500	.000	.375	.250	.500	.500	.250	.000	.625	.000	.500	.250	.750	.583

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Church Street/Miller Avenue
Weather: Clear

File Name : 14_RNCETCH AM
Site Code : 12817343
Start Date : 5/17/2017
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**1**	0	**1**	0	1	0	1	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	**1**	0	**2**	0	**1**	0	**1**
+30 mins.	**1**	0	0	1	0	**2**	0	**2**	**2**	0	0	2	0	0	**1**	1
+45 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	0	1	0	1
Total Volume	1	1	0	2	0	3	1	4	4	1	0	5	0	2	1	3
% App. Total	50	50	0		0	75	25		80	20	0		0	66.7	33.3	
PHF	.250	.250	.000	.500	.000	.375	.250	.500	.500	.250	.000	.625	.000	.500	.250	.750

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Church Street/Miller Avenue
Weather: Clear

File Name : 14_RNCETCH PM
Site Code : 12817343
Start Date : 5/17/2017
Page No : 1

Groups Printed- Passenger Vehicles - Trucks - Buses

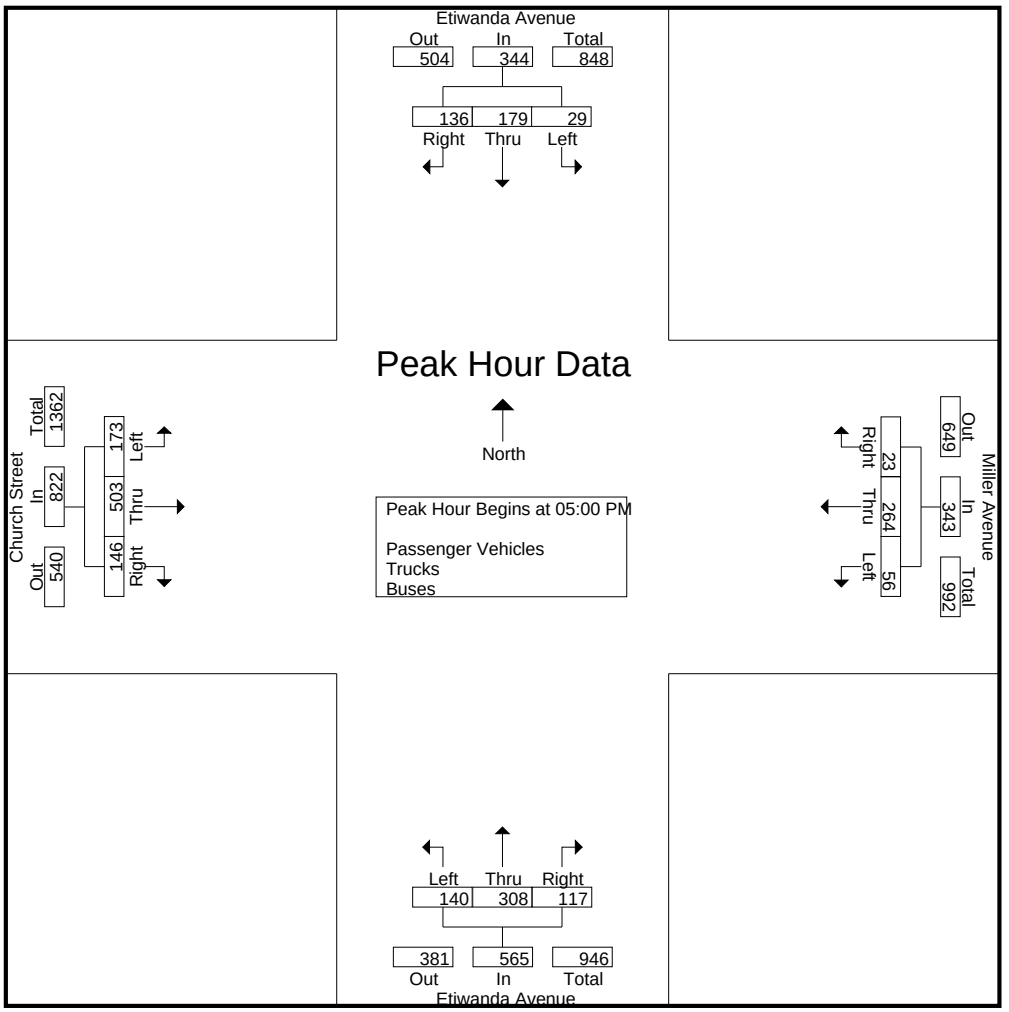
	Etiwanda Avenue Southbound				Miller Avenue Westbound				Etiwanda Avenue Northbound				Church Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	50	34	89	11	79	7	97	28	62	21	111	30	101	35	166	463
04:15 PM	8	63	38	109	13	60	6	79	26	66	28	120	42	113	40	195	503
04:30 PM	7	48	34	89	14	60	7	81	49	43	28	120	45	109	41	195	485
04:45 PM	13	52	35	100	16	61	5	82	28	64	10	102	40	127	35	202	486
Total	33	213	141	387	54	260	25	339	131	235	87	453	157	450	151	758	1937
05:00 PM	4	47	32	83	20	70	8	98	34	71	23	128	35	123	31	189	498
05:15 PM	10	44	35	89	12	60	5	77	39	77	36	152	44	142	35	221	539
05:30 PM	6	45	35	86	7	61	6	74	28	84	34	146	57	131	44	232	538
05:45 PM	9	43	34	86	17	73	4	94	39	76	24	139	37	107	36	180	499
Total	29	179	136	344	56	264	23	343	140	308	117	565	173	503	146	822	2074
Grand Total	62	392	277	731	110	524	48	682	271	543	204	1018	330	953	297	1580	4011
Apprch %	8.5	53.6	37.9		16.1	76.8	7		26.6	53.3	20		20.9	60.3	18.8		
Total %	1.5	9.8	6.9	18.2	2.7	13.1	1.2	17	6.8	13.5	5.1	25.4	8.2	23.8	7.4	39.4	
Passenger Vehicles	62	372	277	711	110	524	48	682	270	539	204	1013	330	952	292	1574	3980
% Passenger Vehicles	100	94.9	100	97.3	100	100	100	100	99.6	99.3	100	99.5	100	99.9	98.3	99.6	99.2
Trucks	0	19	0	19	0	0	0	0	1	4	0	5	0	1	5	6	30
% Trucks	0	4.8	0	2.6	0	0	0	0	0.4	0.7	0	0.5	0	0.1	1.7	0.4	0.7
Buses	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.3	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0

	Etiwanda Avenue Southbound				Miller Avenue Westbound				Etiwanda Avenue Northbound				Church Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	**47**	32	83	**20**	70	**8**	**98**	34	71	23	128	35	123	31	189	498
05:15 PM	**10**	44	**35**	**89**	12	60	5	77	**39**	77	**36**	**152**	44	**142**	35	221	**539**
05:30 PM	6	45	35	86	7	61	6	74	28	**84**	34	146	**57**	131	**44**	**232**	538
05:45 PM	9	43	34	86	17	**73**	4	94	39	76	24	139	37	107	36	180	499
Total Volume	29	179	136	344	56	264	23	343	140	308	117	565	173	503	146	822	2074
% App. Total	8.4	52	39.5		16.3	77	6.7		24.8	54.5	20.7		21	61.2	17.8		
PHF	.725	.952	.971	.966	.700	.904	.719	.875	.897	.917	.813	.929	.759	.886	.830	.886	.962

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Church Street/Miller Avenue
Weather: Clear

File Name : 14_RNCETCH PM
Site Code : 12817343
Start Date : 5/17/2017
Page No : 2



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

	04:00 PM				05:00 PM				05:00 PM				04:45 PM			
+0 mins.	5	50	34	89	**20**	70	**8**	**98**	34	71	23	128	40	127	35	202
+15 mins.	8	**63**	**38**	**109**	12	60	5	77	**39**	77	**36**	**152**	35	123	31	189
+30 mins.	7	48	34	89	7	61	6	74	28	**84**	34	146	44	**142**	35	221
+45 mins.	**13**	52	35	100	17	**73**	4	94	39	76	24	139	**57**	131	**44**	**232**
Total Volume	33	213	141	387	56	264	23	343	140	308	117	565	176	523	145	844
% App. Total	8.5	55	36.4		16.3	77	6.7		24.8	54.5	20.7		20.9	62	17.2	
PHF	.635	.845	.928	.888	.700	.904	.719	.875	.897	.917	.813	.929	.772	.921	.824	.909

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City of Rancho Cucamonga
N/S: Etiwanda Avenue
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Weather: Clear

File Name : 14_RNCETCH PM
Site Code : 12817343
Start Date : 5/17/2017
Page No : 1

Groups Printed- Passenger Vehicles

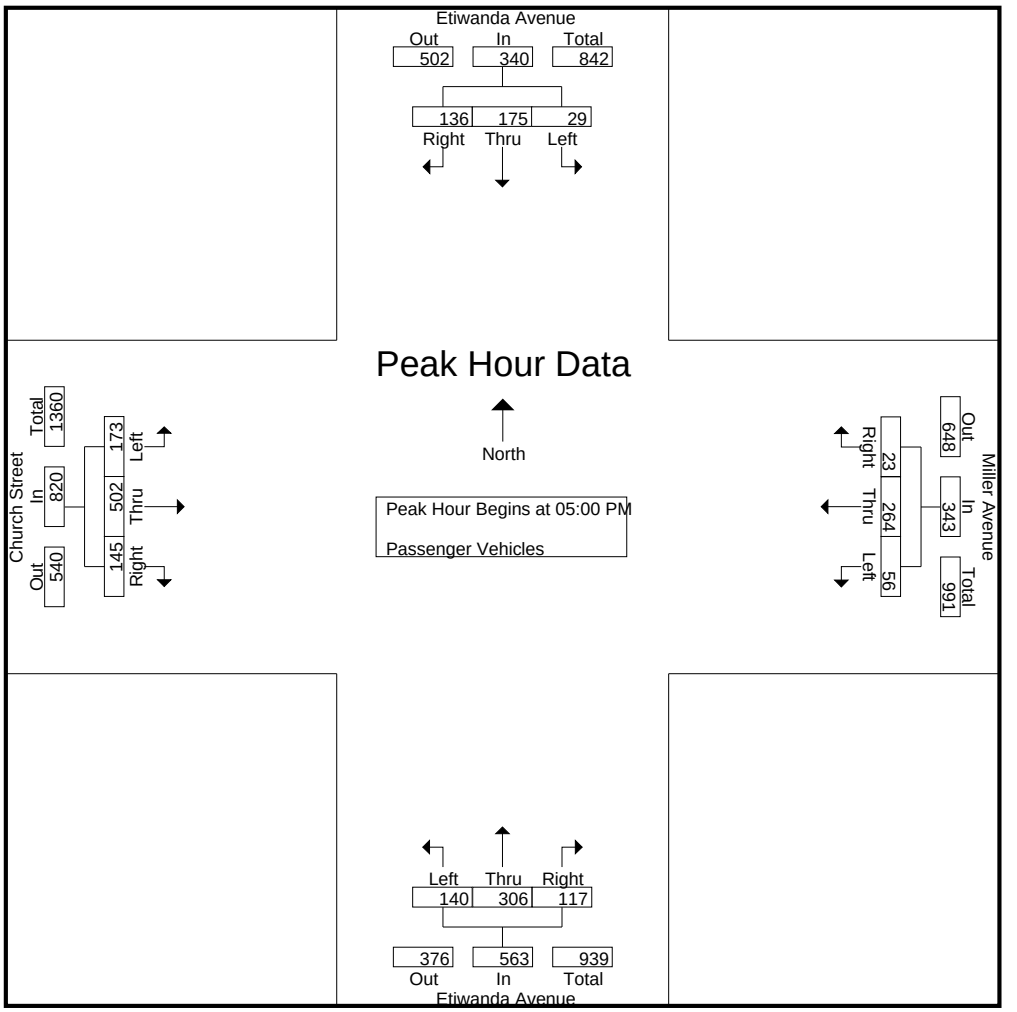
	Etiwanda Avenue Southbound				Miller Avenue Westbound				Etiwanda Avenue Northbound				Church Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	50	34	89	11	79	7	97	28	62	21	111	30	101	35	166	463
04:15 PM	8	60	38	106	13	60	6	79	25	66	28	119	42	113	39	194	498
04:30 PM	7	42	34	83	14	60	7	81	49	42	28	119	45	109	39	193	476
04:45 PM	13	45	35	93	16	61	5	82	28	63	10	101	40	127	34	201	477
Total	33	197	141	371	54	260	25	339	130	233	87	450	157	450	147	754	1914
05:00 PM	4	45	32	81	20	70	8	98	34	71	23	128	35	123	30	188	495
05:15 PM	10	43	35	88	12	60	5	77	39	75	36	150	44	141	35	220	535
05:30 PM	6	44	35	85	7	61	6	74	28	84	34	146	57	131	44	232	537
05:45 PM	9	43	34	86	17	73	4	94	39	76	24	139	37	107	36	180	499
Total	29	175	136	340	56	264	23	343	140	306	117	563	173	502	145	820	2066
Grand Total	62	372	277	711	110	524	48	682	270	539	204	1013	330	952	292	1574	3980
Apprch %	8.7	52.3	39		16.1	76.8	7		26.7	53.2	20.1		21	60.5	18.6		
Total %	1.6	9.3	7	17.9	2.8	13.2	1.2	17.1	6.8	13.5	5.1	25.5	8.3	23.9	7.3	39.5	

	Etiwanda Avenue Southbound				Miller Avenue Westbound				Etiwanda Avenue Northbound				Church Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	**45**	32	81	**20**	70	**8**	**98**	34	71	23	128	35	123	30	188	495
05:15 PM	**10**	43	**35**	**88**	12	60	5	77	**39**	75	**36**	**150**	44	**141**	35	220	535
05:30 PM	6	44	35	85	7	61	6	74	28	**84**	34	146	**57**	131	**44**	**232**	**537**
05:45 PM	9	43	34	86	17	**73**	4	94	39	76	24	139	37	107	36	180	499
Total Volume	29	175	136	340	56	264	23	343	140	306	117	563	173	502	145	820	2066
% App. Total	8.5	51.5	40		16.3	77	6.7		24.9	54.4	20.8		21.1	61.2	17.7		
PHF	.725	.972	.971	.966	.700	.904	.719	.875	.897	.911	.813	.938	.759	.890	.824	.884	.962

Counts Unlimited
PO Box 1178
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Church Street/Miller Avenue
Weather: Clear

File Name : 14_RNCETCH PM
Site Code : 12817343
Start Date : 5/17/2017
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	4	**45**	32	81	**20**	70	**8**	**98**	34	71	23	128	35	123	30	188
+15 mins.	**10**	43	**35**	**88**	12	60	5	77	**39**	75	**36**	**150**	44	**141**	35	220
+30 mins.	6	44	35	85	7	61	6	74	28	**84**	34	146	**57**	131	**44**	**232**
+45 mins.	9	43	34	86	17	**73**	4	94	39	76	24	139	37	107	36	180
Total Volume	29	175	136	340	56	264	23	343	140	306	117	563	173	502	145	820
% App. Total	8.5	51.5	40		16.3	77	6.7		24.9	54.4	20.8		21.1	61.2	17.7	
PHF	.725	.972	.971	.966	.700	.904	.719	.875	.897	.911	.813	.938	.759	.890	.824	.884

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City of Rancho Cucamonga
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File Name : 14_RNCETCH PM
Site Code : 12817343
Start Date : 5/17/2017
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Groups Printed- Trucks

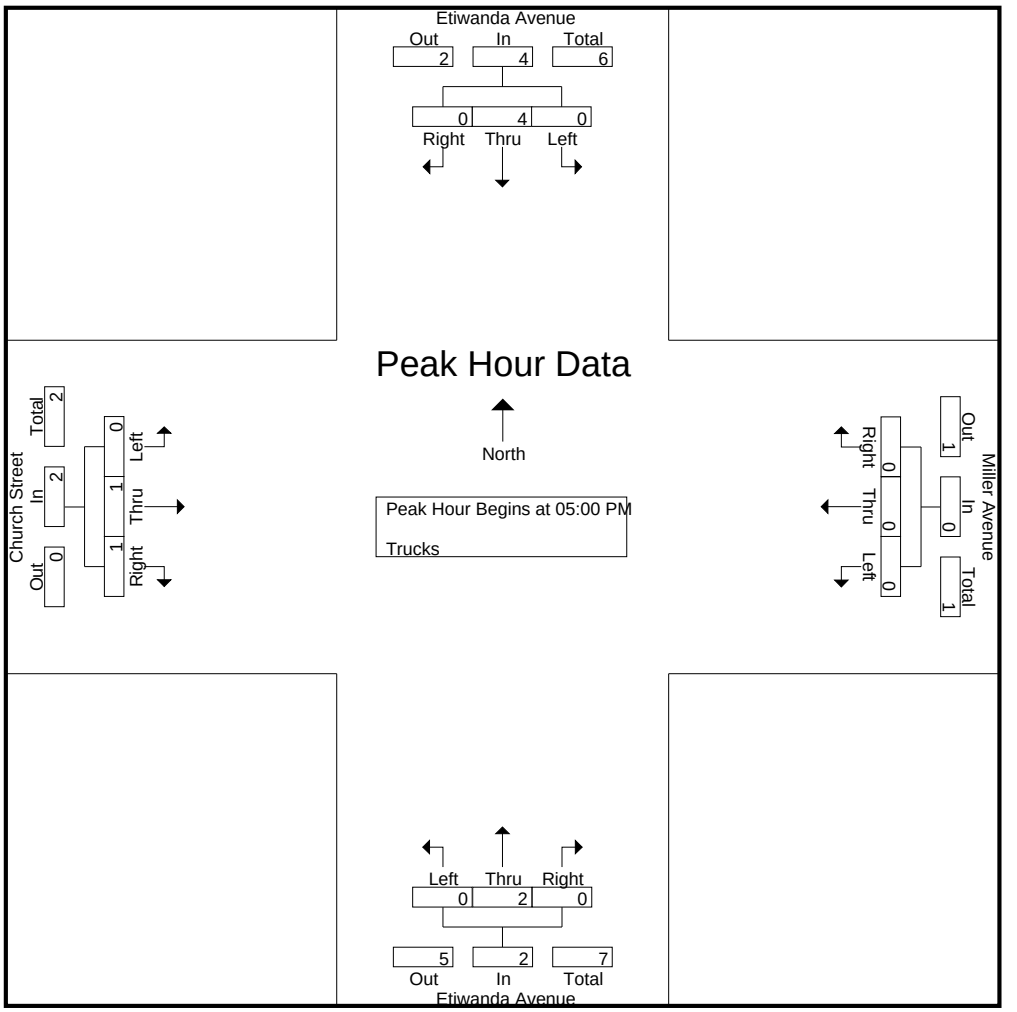
	Etiwanda Avenue Southbound				Miller Avenue Westbound				Etiwanda Avenue Northbound				Church Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	2	0	0	0	0	1	0	0	1	0	0	1	1	4
04:30 PM	0	6	0	6	0	0	0	0	0	1	0	1	0	0	2	2	9
04:45 PM	0	7	0	7	0	0	0	0	0	1	0	1	0	0	1	1	9
Total	0	15	0	15	0	0	0	0	1	2	0	3	0	0	4	4	22
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
05:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	1	0	1	4
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	4	0	0	0	0	0	2	0	2	0	1	1	2	8
Grand Total	0	19	0	19	0	0	0	0	1	4	0	5	0	1	5	6	30
Apprch %	0	100	0		0	0	0		20	80	0		0	16.7	83.3		
Total %	0	63.3	0	63.3	0	0	0	0	3.3	13.3	0	16.7	0	3.3	16.7	20	

	Etiwanda Avenue Southbound				Miller Avenue Westbound				Etiwanda Avenue Northbound				Church Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	3
05:15 PM	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	**1**	0	1	**4**
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	2	0	2	0	1	1	2	8
% App. Total	0	100	0		0	0	0		0	100	0		0	50	50		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.250	.500	.500

Counts Unlimited
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
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Weather: Clear

File Name : 14_RNCETCH PM
Site Code : 12817343
Start Date : 5/17/2017
Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	1	0	1	0	0	0	0	0	**2**	0	**2**	0	**1**	0	1
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	2	0	2	0	1	1	2
% App. Total	0	100	0		0	0	0		0	100	0		0	50	50	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.250	.500

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

City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Church Street/Miller Avenue
Weather: Clear

File Name : 14_RNCETCH PM
Site Code : 12817343
Start Date : 5/17/2017
Page No : 1

Groups Printed- Buses

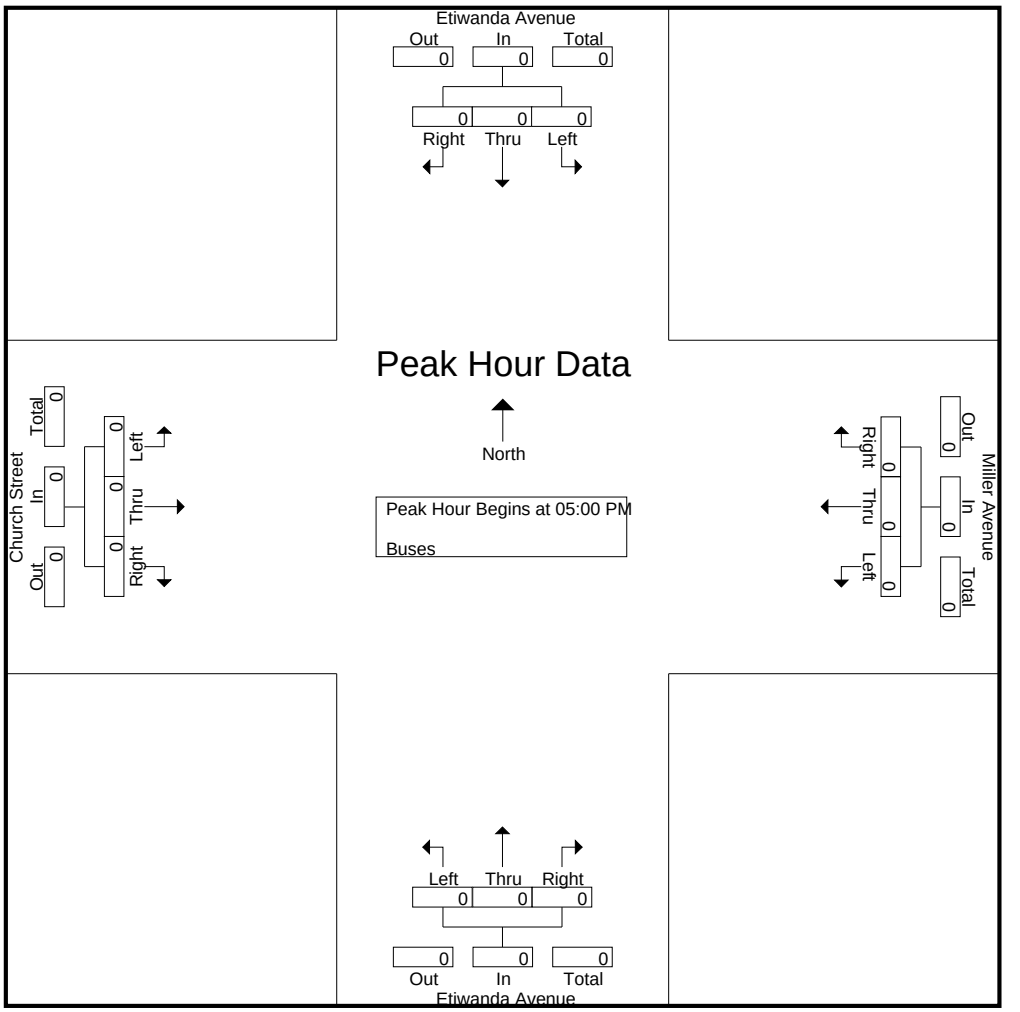
	Etiwanda Avenue Southbound				Miller Avenue Westbound				Etiwanda Avenue Northbound				Church Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Etiwanda Avenue Southbound				Miller Avenue Westbound				Etiwanda Avenue Northbound				Church Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited
PO Box 1178
Corona, CA 92878
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City of Rancho Cucamonga
N/S: Etiwanda Avenue
E/W: Church Street/Miller Avenue
Weather: Clear

File Name : 14_RNCETCH PM
Site Code : 12817343
Start Date : 5/17/2017
Page No : 2



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

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

INTERSECTION TURNING MOVEMENT COUNTS

T816

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

DATE:	LOCATION:	Ontario	PROJECT #:	SC1322
Tue, May 9, 17	NORTH & SOUTH:	Etiwanda	LOCATION #:	5
	EAST & WEST:	Slover	CONTROL:	SIGNAL

NOTES:

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

Add U-Turns to Left Turns

		NORTHBOUND (Etiwanda)			SOUTHBOUND (Etiwanda)			EASTBOUND (Slover)			WESTBOUND (Slover)			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM	7:00 AM	12	130	17	58	197	67	16	15	7	11	36	57	623
	7:15 AM	14	125	12	53	221	77	10	14	13	26	34	64	663
	7:30 AM	19	122	10	67	250	99	24	13	6	19	49	58	736
	7:45 AM	19	131	15	76	229	120	22	25	6	26	47	62	778
	8:00 AM	18	145	10	53	177	60	19	22	14	9	44	52	623
	8:15 AM	19	126	15	58	165	64	16	13	5	11	28	50	570
	8:30 AM	18	105	9	50	135	43	21	15	14	12	26	53	501
	8:45 AM	8	115	7	50	148	39	17	13	10	13	26	56	502
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	127	999	95	465	1,522	569	145	130	75	127	290	452	4,996
	APPROACH %	10%	82%	8%	18%	60%	22%	41%	37%	21%	15%	33%	52%	
	APP/DEPART	1,221	/	1,596	2,556	/	1,725	350	/	690	869	/	985	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	70	523	47	249	877	356	75	74	39	80	174	236	2,800
	APPROACH %	11%	82%	7%	17%	59%	24%	40%	39%	21%	16%	36%	48%	
	PEAK HR FACTOR		0.925			0.872			0.855			0.907		0.900
	APP/DEPART	640	/	834	1,482	/	996	188	/	370	490	/	600	0
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	8	180	19	41	144	27	66	74	10	18	30	117	734
	4:15 PM	8	178	14	55	169	24	64	59	12	19	26	99	727
	4:30 PM	5	195	15	37	187	15	77	91	16	15	28	107	788
	4:45 PM	3	175	19	47	150	13	75	70	13	11	21	91	688
	5:00 PM	6	215	17	34	166	12	84	68	16	15	24	110	767
	5:15 PM	7	210	16	41	190	12	69	75	11	9	18	76	734
	5:30 PM	6	177	7	53	164	19	44	69	27	9	23	71	669
	5:45 PM	7	213	11	39	142	16	54	49	16	6	15	60	628
	VOLUMES	50	1,543	118	347	1,312	138	533	555	121	102	185	731	5,735
	APPROACH %	3%	90%	7%	19%	73%	8%	44%	46%	10%	10%	18%	72%	
	APP/DEPART	1,711	/	2,807	1,797	/	1,535	1,209	/	1,020	1,018	/	373	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	21	795	67	159	693	52	305	304	56	50	91	384	2,977
	APPROACH %	2%	90%	8%	18%	77%	6%	46%	46%	8%	10%	17%	73%	
	PEAK HR FACTOR		0.928			0.930			0.904			0.875		0.944
	APP/DEPART	883	/	1,484	904	/	799	665	/	530	525	/	164	0

U-TURNS

NB X	SB X	EB X	WB X	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR 0	ERR 0	WRR 1
8	2	2	13
2	1	1	12
5	3	0	13
1	5	1	5
1	0	3	14
4	0	2	10
3	0	1	8
3	0	3	7
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
27	11	13	82
9	9	5	44
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
6	1	0	11
5	0	0	6
3	1	5	2
8	0	0	1
3	0	5	6
6	0	2	0
3	0	2	0
1	0	2	2
35	2	16	28
20	1	12	9

Etiwanda

NORTH SIDE

Slover WEST SIDE EAST SIDE **Slover**

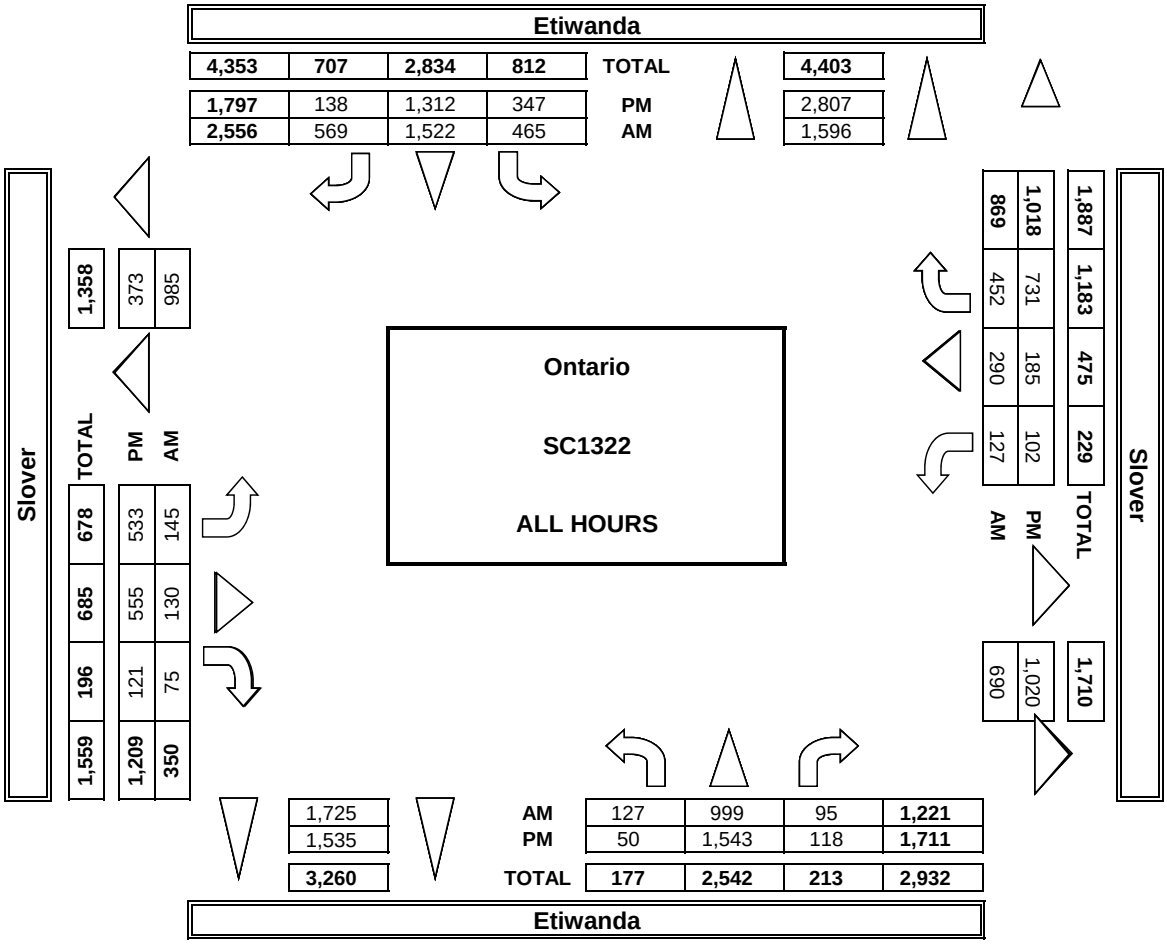
SOUTH SIDE

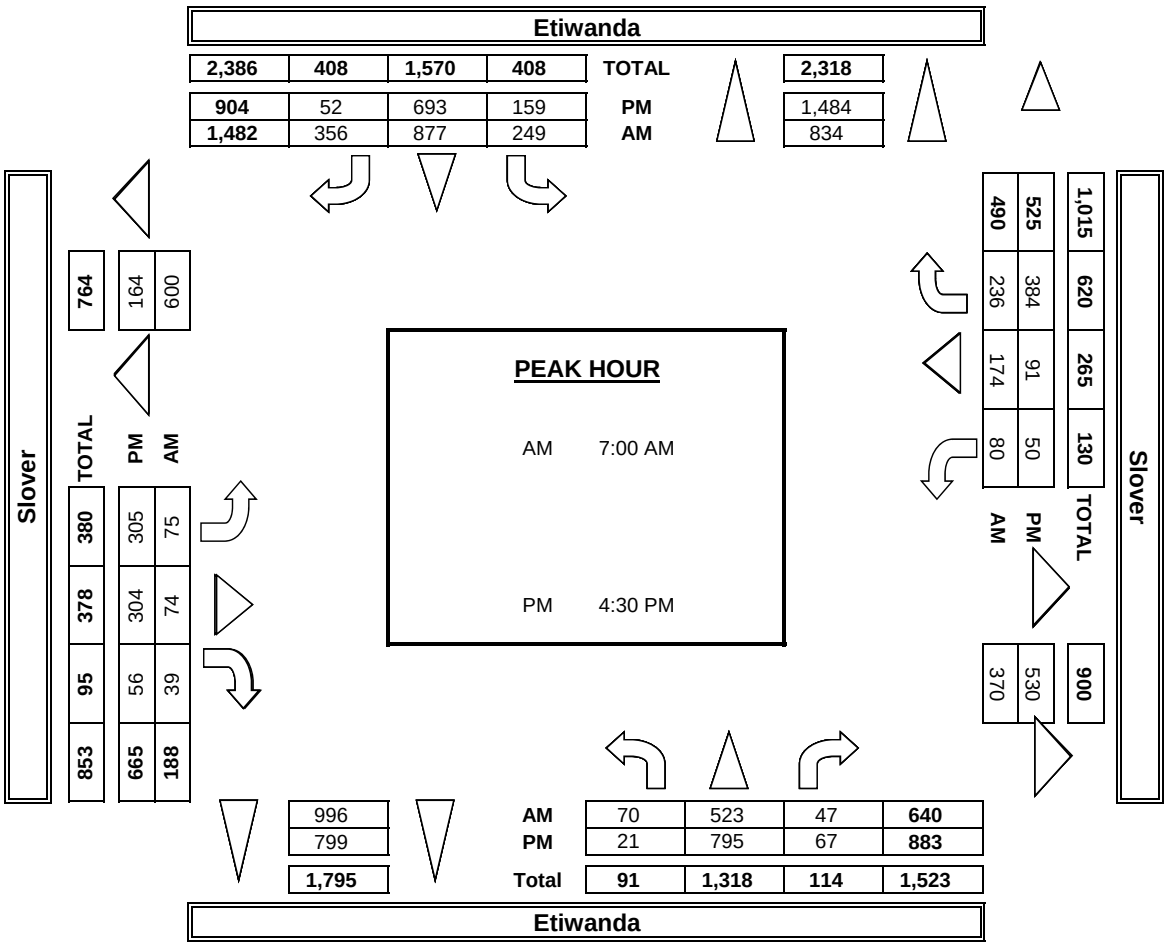
Etiwanda

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	E SIDE	W SIDE	S SIDE	N SIDE	TOTAL	ES	WS	SS	NS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	1	0	1	2	0	0	0	1	1	0	1	0	0	1
	7:45 AM	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	2	0	1	4	1	1	0	1	3	0	1	0	0	1
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	TOTAL	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 5/9/17 TUESDAY	LOCATION:	Ontario	PROJECT #:	SC1322
	NORTH & SOUTH:	Etiwanda	LOCATION #:	5
	EAST & WEST:	Slover	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

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

	NORTHBOUND Etiwanda			SOUTHBOUND Etiwanda			EASTBOUND Slover			WESTBOUND Slover			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
7:00 AM	7	92	11	52	155	62	13	11	5	8	28	40	484
7:15 AM	11	112	6	41	193	65	6	9	8	19	28	41	539
7:30 AM	16	95	5	48	211	89	12	10	4	15	42	44	591
7:45 AM	17	99	10	64	188	97	14	16	3	18	44	38	608
8:00 AM	15	107	4	34	143	51	12	13	8	5	37	32	461
8:15 AM	17	86	8	45	111	53	10	7	2	3	22	27	391
8:30 AM	8	72	4	37	89	35	11	11	9	6	12	24	318
8:45 AM	4	70	2	35	96	30	10	7	7	8	18	32	319
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	95	733	50	356	1,186	482	88	84	46	82	231	278	3,711
APPROACH %	11%	83%	6%	18%	59%	24%	40%	39%	21%	14%	39%	47%	
APP/DEPART	878	/	1,099	2,024	/	1,315	218	/	490	591	/	807	0
BEGIN PEAK HR		7:00 AM											
VOLUMES	51	398	32	205	747	313	45	46	20	60	142	163	2,222
APPROACH %	11%	83%	7%	16%	59%	25%	41%	41%	18%	16%	39%	45%	
PEAK HR FACTOR		0.932			0.906			0.841			0.903		0.914
APP/DEPART	481	/	606	1,265	/	827	111	/	283	365	/	506	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	4	157	16	24	115	20	58	60	8	14	22	101	599
4:15 PM	7	145	7	33	146	18	56	46	8	12	16	80	574
4:30 PM	3	166	13	22	152	12	71	84	10	9	20	96	658
4:45 PM	2	151	13	35	130	10	68	56	11	9	18	82	585
5:00 PM	4	193	12	20	143	7	81	63	13	8	16	102	662
5:15 PM	4	177	14	23	155	8	61	74	11	3	12	71	613
5:30 PM	5	152	5	38	138	16	39	63	19	3	14	60	552
5:45 PM	6	188	9	28	116	9	47	43	10	2	9	53	520
VOLUMES	35	1,329	89	223	1,095	100	481	489	90	60	127	645	4,763
APPROACH %	2%	91%	6%	16%	77%	7%	45%	46%	8%	7%	15%	78%	
APP/DEPART	1,453	/	2,455	1,418	/	1,245	1,060	/	801	832	/	262	0
BEGIN PEAK HR		4:30 PM											
VOLUMES	13	687	52	100	580	37	281	277	45	29	66	351	2,518
APPROACH %	2%	91%	7%	14%	81%	5%	47%	46%	7%	7%	15%	79%	
PEAK HR FACTOR		0.900			0.964			0.914			0.885		0.951
APP/DEPART	752	/	1,319	717	/	654	603	/	429	446	/	116	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR 0	ERR 0	WRR 1
6	2	2	10
1	1	1	8
2	3	0	11
1	4	1	2
1	0	2	5
4	0	1	7
2	0	1	5
1	0	3	6
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
18	10	11	54
10	10	4	31
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
5	0	0	9
4	0	0	4
3	0	3	2
8	0	0	1
3	0	5	6
6	0	2	0
3	0	2	0
1	0	2	2
33	0	14	24
20	0	10	9

Etiwanda

NORTH SIDE

Slover WEST SIDE EAST SIDE **Slover**

SOUTH SIDE

Etiwanda

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Ontario	PROJECT #:	SC1322
5/9/17	NORTH & SOUTH:	Etiwanda	LOCATION #:	5
TUESDAY	EAST & WEST:	Slover	CONTROL:	SIGNAL

CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

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

		NORTHBOUND (Etiwanda)			SOUTHBOUND (Etiwanda)			EASTBOUND (Slover)			WESTBOUND (Slover)				U-TURNS					RTOR				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL	NRR 0	SRR 0	ERR 0	WRR 1	
AM	7:00 AM	2	15	0	3	5	1	1	0	0	1	0	4	32	0	0	0	0	0	0	0	0	0	1
	7:15 AM	1	7	1	2	8	2	1	1	1	0	2	4	30	0	0	0	0	0	0	0	0	0	3
	7:30 AM	1	3	1	2	11	5	3	0	0	1	3	3	33	0	0	0	0	0	1	0	0	0	3
	7:45 AM	0	5	2	5	9	10	1	1	0	3	1	4	41	0	0	0	0	0	0	0	0	1	2
	8:00 AM	0	6	2	5	13	4	3	3	1	0	3	4	44	0	0	0	0	0	0	0	0	2	7
	8:15 AM	0	9	4	3	17	3	3	2	0	0	1	7	49	0	0	0	0	0	0	0	0	1	5
	8:30 AM	2	10	0	4	8	5	1	1	1	1	3	4	40	0	0	0	0	0	0	0	0	2	3
	8:45 AM	2	8	3	4	15	2	3	2	0	2	6	8	55	0	0	0	0	0	2	0	0	0	5
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	8	63	13	28	86	32	16	10	3	8	19	38	324	0	0	0	0	0	3	0	0	6	
	APPROACH %	10%	75%	15%	19%	59%	22%	55%	34%	10%	12%	29%	58%											
	APP/DEPART	84	/	117	146	/	97	29	/	51	65	/	59	0										
	BEGIN PEAK HR		8:00 AM																					
	VOLUMES	4	33	9	16	53	14	10	8	2	3	13	23	188						2	0	0	5	
	APPROACH %	9%	72%	20%	19%	64%	17%	50%	40%	10%	8%	33%	59%											
	PEAK HR FACTOR		0.885			0.902			0.714			0.609		0.855										
	APP/DEPART	46	/	66	83	/	58	20	/	33	39	/	31	0										
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	1	4	0	6	9	3	4	2	0	1	0	4	34	0	0	0	0	0	0	0	0	1	6
	4:15 PM	0	2	1	6	3	2	4	4	0	2	2	4	30	0	0	0	0	0	1	0	0	1	8
	4:30 PM	0	5	0	2	10	1	2	0	1	1	0	0	22	0	0	0	0	0	0	1	0	0	3
	4:45 PM	0	2	0	3	1	0	1	2	0	0	1	3	13	0	0	0	0	0	0	0	0	0	3
	5:00 PM	0	3	1	3	3	2	0	0	2	3	1	1	19	0	0	0	0	0	0	0	0	0	2
	5:15 PM	1	3	0	4	7	3	2	0	0	2	0	0	22	0	0	0	0	0	0	0	0	0	2
	5:30 PM	0	3	0	2	5	0	4	0	0	0	0	1	15	0	0	0	0	0	0	0	0	0	4
	5:45 PM	0	8	1	3	2	0	2	1	0	0	0	0	17	0	0	0	0	0	0	0	0	0	3
	VOLUMES	2	30	3	29	40	11	19	9	3	9	4	13	172	0	0	0	0	0	1	1	0	2	
	APPROACH %	6%	86%	9%	36%	50%	14%	61%	29%	10%	35%	15%	50%											
	APP/DEPART	35	/	62	80	/	52	31	/	41	26	/	17	0										
	BEGIN PEAK HR		4:00 PM																					
	VOLUMES	1	13	1	17	23	6	11	8	1	4	3	11	99						1	1	0	2	
	APPROACH %	7%	87%	7%	37%	50%	13%	55%	40%	5%	22%	17%	61%											
	PEAK HR FACTOR		0.750			0.639			0.625			0.563		0.728										
	APP/DEPART	15	/	35	46	/	28	20	/	26	18	/	10	0										

Etiwanda

NORTH SIDE

Slover WEST SIDE EAST SIDE **Slover**

SOUTH SIDE

Etiwanda

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Ontario	PROJECT #:	SC1322
5/9/17	NORTH & SOUTH:	Etiwanda	LOCATION #:	5
TUESDAY	EAST & WEST:	Slover	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

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

	NORTHBOUND (Etiwanda)			SOUTHBOUND (Etiwanda)			EASTBOUND (Slover)			WESTBOUND (Slover)			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
AM 7:00 AM	0	6	1	0	2	3	1	2	0	1	6	3	25
7:15 AM	1	0	2	2	2	1	0	1	0	1	1	4	15
7:30 AM	1	4	1	4	4	2	1	1	0	0	0	0	18
7:45 AM	1	2	2	1	6	3	2	2	0	1	1	4	25
8:00 AM	2	6	1	2	6	0	1	3	0	1	1	2	25
8:15 AM	1	9	1	1	5	3	0	2	0	1	1	6	30
8:30 AM	2	2	2	1	2	1	4	1	1	0	2	4	22
8:45 AM	1	10	0	3	6	3	1	1	2	0	0	2	29
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	9	39	10	14	33	16	10	13	3	5	12	25	189
APPROACH %	16%	67%	17%	22%	52%	25%	38%	50%	12%	12%	29%	60%	
APP/DEPART	58	/	74	63	/	41	26	/	37	42	/	37	0
BEGIN PEAK HR		8:00 AM											
VOLUMES	6	27	4	7	19	7	6	7	3	2	4	14	106
APPROACH %	16%	73%	11%	21%	58%	21%	38%	44%	19%	10%	20%	70%	
PEAK HR FACTOR		0.841			0.688			0.667			0.625		0.883
APP/DEPART	37	/	47	33	/	24	16	/	18	20	/	17	0
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	5	1	0	8	2	1	2	0	0	1	2	23
4:15 PM	0	7	3	6	4	0	0	5	0	1	5	4	35
4:30 PM	0	5	2	2	3	0	0	3	0	0	0	3	18
4:45 PM	0	3	1	5	2	0	0	4	0	0	0	2	17
5:00 PM	1	3	2	2	6	0	0	0	0	1	3	2	20
5:15 PM	0	4	1	3	5	0	0	0	0	0	2	2	17
5:30 PM	0	1	0	1	5	1	0	1	1	4	3	0	17
5:45 PM	0	3	0	0	4	2	2	0	2	2	3	0	18
VOLUMES	2	31	10	19	37	5	3	15	3	8	17	15	165
APPROACH %	5%	72%	23%	31%	61%	8%	14%	71%	14%	20%	43%	38%	
APP/DEPART	43	/	49	61	/	48	21	/	44	40	/	24	0
BEGIN PEAK HR		4:00 PM											
VOLUMES	1	20	7	13	17	2	1	14	0	1	6	11	93
APPROACH %	4%	71%	25%	41%	53%	6%	7%	93%	0%	6%	33%	61%	
PEAK HR FACTOR		0.700			0.800			0.750			0.450		0.664
APP/DEPART	28	/	32	32	/	18	15	/	34	18	/	9	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR 0	SRR 0	ERR 0	WRR 1
1	0	0	1
1	0	0	2
1	0	0	0
0	1	0	0
0	0	0	1
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
3	1	0	5
0	0	0	2
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	1	0	0
1	1	0	0

Etiwanda — NORTH SIDE

Slover WEST SIDE — EAST SIDE **Slover**

SOUTH SIDE — **Etiwanda**

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Ontario	PROJECT #:	SC1322
5/9/17	NORTH & SOUTH:	Etiwanda	LOCATION #:	5
TUESDAY	EAST & WEST:	Slover	CONTROL:	SIGNAL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

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

	NORTHBOUND Etiwanda			SOUTHBOUND Etiwanda			EASTBOUND Slover			WESTBOUND Slover			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
7:00 AM	3	17	5	3	35	1	1	2	2	1	2	10	82
7:15 AM	1	6	3	8	18	9	3	3	4	6	3	15	79
7:30 AM	1	20	3	13	24	3	8	2	2	3	4	11	94
7:45 AM	1	25	1	6	26	10	5	6	3	4	1	16	104
8:00 AM	1	26	3	12	15	5	3	3	5	3	3	14	93
8:15 AM	1	22	2	9	32	5	3	2	3	7	4	10	100
8:30 AM	6	21	3	8	36	2	5	2	3	5	9	21	121
8:45 AM	1	27	2	8	31	4	3	3	1	3	2	14	99
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	15	164	22	67	217	39	31	23	23	32	28	111	772
APPROACH %	7%	82%	11%	21%	67%	12%	40%	30%	30%	19%	16%	65%	
APP/DEPART	201	/	306	323	/	272	77	/	112	171	/	82	0
BEGIN PEAK HR		7:45 AM											
VOLUMES	9	94	9	35	109	22	16	13	14	19	17	61	418
APPROACH %	8%	84%	8%	21%	66%	13%	37%	30%	33%	20%	18%	63%	
PEAK HR FACTOR		0.933			0.902			0.768			0.693		0.864
APP/DEPART	112	/	171	166	/	142	43	/	57	97	/	48	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	2	14	2	11	12	2	3	10	2	3	7	10	78
4:15 PM	1	24	3	10	16	4	4	4	4	4	3	11	88
4:30 PM	2	19	0	11	22	2	4	4	5	5	8	8	90
4:45 PM	1	19	5	4	17	3	6	8	2	2	2	4	73
5:00 PM	1	16	2	9	14	3	3	5	1	3	4	5	66
5:15 PM	2	26	1	11	23	1	6	1	0	4	4	3	82
5:30 PM	1	21	2	12	16	2	1	5	7	2	6	10	85
5:45 PM	1	14	1	8	20	5	3	5	4	2	3	7	73
VOLUMES	11	153	16	76	140	22	30	42	25	25	37	58	635
APPROACH %	6%	85%	9%	32%	59%	9%	31%	43%	26%	21%	31%	48%	
APP/DEPART	180	/	241	238	/	190	97	/	134	120	/	70	0
BEGIN PEAK HR		4:00 PM											
VOLUMES	6	76	10	36	67	11	17	26	13	14	20	33	329
APPROACH %	7%	83%	11%	32%	59%	10%	30%	46%	23%	21%	30%	49%	
PEAK HR FACTOR		0.821			0.814			0.875			0.798		0.914
APP/DEPART	92	/	126	114	/	94	56	/	72	67	/	37	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

RTOR

NRR	SRR	ERR	WRR
0	0	0	2
0	0	0	2
1	0	0	2
0	0	0	2
0	0	1	6
0	0	1	2
1	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
3	0	2	17

1	0	2	10

0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	1
0	0	0	1
0	0	2	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	2	2

0	0	2	2

Etiwanda

NORTH SIDE

Slover WEST SIDE EAST SIDE **Slover**

SOUTH SIDE

Etiwanda

INTERSECTION TURNING MOVEMENT COUNTS

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

DATE:	LOCATION:	Ontario	PROJECT #:	SC1322
5/9/17	NORTH & SOUTH:	Etiwanda	LOCATION #:	5
TUESDAY	EAST & WEST:	Slover	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

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

	NORTHBOUND Etiwanda			SOUTHBOUND Etiwanda			EASTBOUND Slover			WESTBOUND Slover			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR		7:00 AM											
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0
BEGIN PEAK HR		3:00 PM											
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

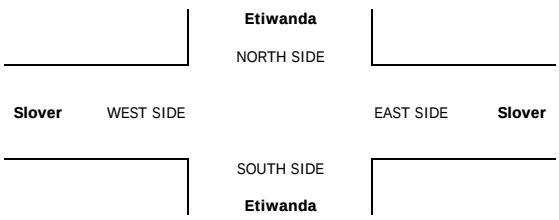
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Ontario	PROJECT #:	SC1322
5/9/17	NORTH & SOUTH:	Etiwanda	LOCATION #:	5
TUESDAY	EAST & WEST:	Slover	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

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

		NORTHBOUND Etiwanda			SOUTHBOUND Etiwanda			EASTBOUND Slover			WESTBOUND Slover				U-TURNS					RTOR			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL	NRR 0	SRR 0	ERR 0	WRR 1
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									
	BEGIN PEAK HR		7:00 AM																				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0						0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000									
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									
	BEGIN PEAK HR		3:00 PM																				
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0						0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%										
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000									
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0									



APPENDIX B:
VOLUME DEVELOPMENT WORKSHEETS
ALTERNATIVE 1: E-COMMERCE WAREHOUSE

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
1 . I-15 Southbound Rmp/4th Street												
NBL	57	2	1	0	5	62	117	0	1	0	2	119
NBT	57	2	0	0	3	60	257	1	1	0	4	261
NBR	61	3	0	1	8	69	294	0	0	0	0	294
SBL	112	1	0	10	32	144	53	1	0	11	35	88
SBT	185	1	0	0	2	187	261	0	0	0	0	261
SBR	717	1	1	5	19	736	483	1	1	7	25	508
EBL	205	13	0	21	83	288	785	1	1	13	43	828
EBT	255	12	3	9	51	306	986	8	9	12	66	1,052
EBR	48	2	0	0	3	51	100	0	0	0	0	100
WBL	90	1	1	0	4	94	189	0	0	0	0	189
WBT	1,021	18	9	34	147	1,168	774	13	6	15	77	851
WBR	84	8	2	16	64	148	254	2	1	4	17	271
North Leg												
Approach	1,014	3	1	15	53	1,067	797	2	1	18	60	857
Departure	346	23	2	37	150	496	1,296	4	3	17	64	1,360
Total	1,360	26	3	52	203	1,563	2,093	6	4	35	124	2,217
South Leg												
Approach	175	7	1	1	16	191	668	1	2	0	6	674
Departure	323	4	1	0	9	332	550	0	0	0	0	550
Total	498	11	2	1	25	523	1,218	1	2	0	6	1,224
East Leg												
Approach	1,195	27	12	50	215	1,410	1,217	15	7	19	94	1,311
Departure	428	16	3	20	91	519	1,333	9	9	23	101	1,434
Total	1,623	43	15	70	306	1,929	2,550	24	16	42	195	2,745
West Leg												
Approach	508	27	3	30	137	645	1,871	9	10	25	109	1,980
Departure	1,795	21	11	39	171	1,966	1,374	14	8	22	104	1,478
Total	2,303	48	14	69	308	2,611	3,245	23	18	47	213	3,458
Total Approaches												
Approach	2,892	64	17	96	421	3,313	4,553	27	20	62	269	4,822
Departure	2,892	64	17	96	421	3,313	4,553	27	20	62	269	4,822
Total	5,784	128	34	192	842	6,626	9,106	54	40	124	538	9,644

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
2 . I-15 Northbound Rmp/4th Street												
NBL	87	1	1	3	13	100	94	2	1	2	11	105
NBT	17	0	1	0	2	19	64	0	0	0	0	64
NBR	44	0	1	3	11	55	48	1	0	0	2	50
SBL	274	7	2	27	96	370	110	2	1	7	26	136
SBT	51	1	1	2	10	61	54	1	2	0	6	60
SBR	767	9	3	25	95	862	507	2	1	13	44	551
EBL	147	4	0	1	9	156	690	1	1	4	16	706
EBT	238	12	2	21	85	323	560	11	3	16	71	631
EBR	63	0	1	0	2	65	78	2	1	0	5	83
WBL	35	1	0	1	5	40	66	0	0	0	0	66
WBT	347	16	7	22	104	451	594	16	3	11	63	657
WBR	41	4	0	7	27	68	139	0	2	2	10	149
North Leg												
Approach	1,092	17	6	54	201	1,293	671	5	4	20	76	747
Departure	205	8	1	8	38	243	893	1	3	6	26	919
Total	1,297	25	7	62	239	1,536	1,564	6	7	26	102	1,666
South Leg												
Approach	148	1	3	6	26	174	206	3	1	2	13	219
Departure	149	2	2	3	17	166	198	3	3	0	11	209
Total	297	3	5	9	43	340	404	6	4	2	24	428
East Leg												
Approach	423	21	7	30	136	559	799	16	5	13	73	872
Departure	556	19	5	51	192	748	718	14	4	23	99	817
Total	979	40	12	81	328	1,307	1,517	30	9	36	172	1,689
West Leg												
Approach	448	16	3	22	96	544	1,328	14	5	20	92	1,420
Departure	1,201	26	11	50	212	1,413	1,195	20	5	26	118	1,313
Total	1,649	42	14	72	308	1,957	2,523	34	10	46	210	2,733
Total Approaches												
Approach	2,111	55	19	112	459	2,570	3,004	38	15	55	254	3,258
Departure	2,111	55	19	112	459	2,570	3,004	38	15	55	254	3,258
Total	4,222	110	38	224	918	5,140	6,008	76	30	110	508	6,516

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
3 . Wineville Avenue/4th Street												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
4 . Barrington Avenue/4th Street												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
5 . Etiwanda Avenue/Foothill Boulevard												
NBL	110	4	8	9	49	159	238	3	3	7	32	270
NBT	215	8	1	0	14	229	320	3	0	0	5	325
NBR	72	0	1	0	2	74	220	1	1	2	10	230
SBL	66	0	0	0	0	66	60	1	0	0	2	62
SBT	363	4	3	0	12	375	182	2	13	0	29	211
SBR	268	1	0	0	2	270	179	1	0	0	2	181
EBL	76	1	0	0	2	78	283	0	0	0	0	283
EBT	416	16	1	12	62	478	1,001	18	0	2	33	1,034
EBR	134	5	4	24	88	222	175	2	3	8	33	208
WBL	314	2	0	4	15	329	107	5	2	3	21	128
WBT	1,275	22	4	15	86	1,361	699	8	0	10	42	741
WBR	85	0	0	0	0	85	70	0	0	0	0	70
North Leg												
Approach	697	5	3	0	14	711	421	4	13	0	33	454
Departure	376	9	1	0	16	392	673	3	0	0	5	678
Total	1,073	14	4	0	30	1,103	1,094	7	13	0	38	1,132
South Leg												
Approach	397	12	10	9	65	462	778	7	4	9	47	825
Departure	811	11	7	28	115	926	464	9	18	11	83	547
Total	1,208	23	17	37	180	1,388	1,242	16	22	20	130	1,372
East Leg												
Approach	1,674	24	4	19	101	1,775	876	13	2	13	63	939
Departure	554	16	2	12	64	618	1,281	20	1	4	45	1,326
Total	2,228	40	6	31	165	2,393	2,157	33	3	17	108	2,265
West Leg												
Approach	626	22	5	36	152	778	1,459	20	3	10	66	1,525
Departure	1,653	27	12	24	137	1,790	1,116	12	3	17	76	1,192
Total	2,279	49	17	60	289	2,568	2,575	32	6	27	142	2,717
Total Approaches												
Approach	3,394	63	22	64	332	3,726	3,534	44	22	32	209	3,743
Departure	3,394	63	22	64	332	3,726	3,534	44	22	32	209	3,743
Total	6,788	126	44	128	664	7,452	7,068	88	44	64	418	7,486

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
6 . Etiwanda Avenue/Arrow Route												
NBL	274	3	6	19	74	348	110	1	2	11	39	149
NBT	105	5	8	5	39	144	438	5	1	6	28	466
NBR	32	1	1	4	16	48	109	2	1	0	5	114
SBL	69	2	2	0	7	76	144	0	0	3	9	153
SBT	317	5	6	12	56	373	171	6	20	7	70	241
SBR	406	2	0	15	48	454	102	1	0	1	5	107
EBL	54	2	2	3	16	70	349	0	0	1	3	352
EBT	206	7	2	1	18	224	625	3	0	0	5	630
EBR	106	1	5	13	51	157	310	5	16	19	97	407
WBL	102	5	3	6	32	134	48	0	3	0	6	54
WBT	731	13	3	9	53	784	392	4	1	3	17	409
WBR	110	2	2	3	16	126	162	1	2	3	15	177
North Leg												
Approach	792	9	8	27	111	903	417	7	20	11	84	501
Departure	269	9	12	11	71	340	949	6	3	10	46	995
Total	1,061	18	20	38	182	1,243	1,366	13	23	21	130	1,496
South Leg												
Approach	411	9	15	28	129	540	657	8	4	17	72	729
Departure	525	11	14	31	139	664	529	11	39	26	173	702
Total	936	20	29	59	268	1,204	1,186	19	43	43	245	1,431
East Leg												
Approach	943	20	8	18	101	1,044	602	5	6	6	38	640
Departure	307	10	5	5	41	348	878	5	1	3	19	897
Total	1,250	30	13	23	142	1,392	1,480	10	7	9	57	1,537
West Leg												
Approach	366	10	9	17	85	451	1,284	8	16	20	105	1,389
Departure	1,411	18	9	43	175	1,586	604	6	3	15	61	665
Total	1,777	28	18	60	260	2,037	1,888	14	19	35	166	2,054
Total Approaches												
Approach	2,512	48	40	90	426	2,938	2,960	28	46	54	299	3,259
Departure	2,512	48	40	90	426	2,938	2,960	28	46	54	299	3,259
Total	5,024	96	80	180	852	5,876	5,920	56	92	108	598	6,518

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
7 . Etiwanda Avenue/Whittram Avenue												
NBL	1	0	0	0	0	1	1	0	0	0	0	1
NBT	235	17	12	28	134	369	579	11	10	16	85	664
NBR	108	3	7	15	64	172	185	14	33	10	117	302
SBL	55	0	1	2	8	63	198	4	4	4	26	224
SBT	460	19	21	30	161	621	279	9	42	29	185	464
SBR	2	0	0	0	0	2	2	0	0	0	0	2
EBL	1	0	0	0	0	1	0	0	0	0	0	0
EBT	0	0	0	0	0	0	2	0	0	0	0	2
EBR	2	0	0	0	0	2	1	0	0	0	0	1
WBL	198	6	13	26	113	311	150	3	15	10	65	215
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	122	2	1	2	11	133	65	0	0	1	3	68
North Leg												
Approach	517	19	22	32	169	686	479	13	46	33	211	690
Departure	358	19	13	30	145	503	644	11	10	17	88	732
Total	875	38	35	62	314	1,189	1,123	24	56	50	299	1,422
South Leg												
Approach	344	20	19	43	198	542	765	25	43	26	202	967
Departure	660	25	34	56	274	934	430	12	57	39	250	680
Total	1,004	45	53	99	472	1,476	1,195	37	100	65	452	1,647
East Leg												
Approach	320	8	14	28	124	444	215	3	15	11	68	283
Departure	163	3	8	17	72	235	385	18	37	14	143	528
Total	483	11	22	45	196	679	600	21	52	25	211	811
West Leg												
Approach	3	0	0	0	0	3	3	0	0	0	0	3
Departure	3	0	0	0	0	3	3	0	0	0	0	3
Total	6	0	0	0	0	6	6	0	0	0	0	6
Total Approaches												
Approach	1,184	47	55	103	491	1,675	1,462	41	104	70	481	1,943
Departure	1,184	47	55	103	491	1,675	1,462	41	104	70	481	1,943
Total	2,368	94	110	206	982	3,350	2,924	82	208	140	962	3,886

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
8 . Etiwanda Avenue/Napa Street												
NBL	0	0	0	0	0	0	1	0	0	0	0	1
NBT	349	11	10	32	133	482	740	21	22	20	136	876
NBR	27	7	23	24	129	156	4	3	6	9	44	48
SBL	20	6	12	2	39	59	5	2	48	10	129	134
SBT	598	24	20	52	232	830	428	13	16	30	142	570
SBR	0	0	0	0	0	0	2	0	0	0	0	2
EBL	0	0	0	0	0	0	2	0	0	0	0	2
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	1	0	0	0	0	1
WBL	4	3	29	24	135	139	34	2	34	4	83	117
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	3	10	10	12	71	74	33	5	23	6	72	105
North Leg												
Approach	618	30	32	54	271	889	435	15	64	40	271	706
Departure	352	21	20	44	204	556	775	26	45	26	208	983
Total	970	51	52	98	475	1,445	1,210	41	109	66	479	1,689
South Leg												
Approach	376	18	33	56	262	638	745	24	28	29	180	925
Departure	602	27	49	76	367	969	463	15	50	34	225	688
Total	978	45	82	132	629	1,607	1,208	39	78	63	405	1,613
East Leg												
Approach	7	13	39	36	206	213	67	7	57	10	155	222
Departure	47	13	35	26	168	215	9	5	54	19	173	182
Total	54	26	74	62	374	428	76	12	111	29	328	404
West Leg												
Approach	0	0	0	0	0	0	3	0	0	0	0	3
Departure	0	0	0	0	0	0	3	0	0	0	0	3
Total	0	0	0	0	0	0	6	0	0	0	0	6
Total Approaches												
Approach	1,001	61	104	146	739	1,740	1,250	46	149	79	606	1,856
Departure	1,001	61	104	146	739	1,740	1,250	46	149	79	606	1,856
Total	2,002	122	208	292	1,478	3,480	2,500	92	298	158	1,212	3,712

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
9 . Etiwanda Avenue/6th Street												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
10 . Etiwanda Avenue/4th St-San Bern. Avenue												
NBL	206	4	4	15	59	265	218	7	4	10	49	267
NBT	382	5	22	54	214	596	522	10	23	34	163	685
NBR	22	0	0	8	24	46	40	1	3	7	29	69
SBL	24	1	2	9	33	57	36	2	20	1	46	82
SBT	436	8	40	61	275	711	387	8	20	35	157	544
SBR	140	2	6	10	45	185	202	2	7	1	20	222
EBL	90	3	7	9	46	136	184	2	4	1	14	198
EBT	86	4	0	15	51	137	464	8	5	11	55	519
EBR	48	2	3	11	42	90	215	10	4	28	107	322
WBL	180	4	4	45	149	329	149	7	1	18	67	216
WBT	258	7	3	17	68	326	269	9	2	10	48	317
WBR	26	2	4	4	23	49	69	1	0	0	2	71
North Leg												
Approach	600	11	48	80	353	953	625	12	47	37	223	848
Departure	498	10	33	67	283	781	775	13	27	35	179	954
Total	1,098	21	81	147	636	1,734	1,400	25	74	72	402	1,802
South Leg												
Approach	610	9	26	77	297	907	780	18	30	51	241	1,021
Departure	664	14	47	117	466	1,130	751	25	25	81	331	1,082
Total	1,274	23	73	194	763	2,037	1,531	43	55	132	572	2,103
East Leg												
Approach	464	13	11	66	240	704	487	17	3	28	117	604
Departure	132	5	2	32	108	240	540	11	28	19	130	670
Total	596	18	13	98	348	944	1,027	28	31	47	247	1,274
West Leg												
Approach	224	9	10	35	139	363	863	20	13	40	176	1,039
Departure	604	13	13	42	172	776	689	18	13	21	117	806
Total	828	22	23	77	311	1,139	1,552	38	26	61	293	1,845
Total Approaches												
Approach	1,898	42	95	258	1,029	2,927	2,755	67	93	156	757	3,512
Departure	1,898	42	95	258	1,029	2,927	2,755	67	93	156	757	3,512
Total	3,796	84	190	516	2,058	5,854	5,510	134	186	312	1,514	7,024

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
11 . Etiwanda Avenue/Valley Boulevard												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
12 . Etiwanda Avenue/I-10 Westbound Ramps												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	484	35	26	71	318	802	739	17	16	49	205	944
NBR	92	11	6	56	197	289	371	4	5	40	136	507
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	459	20	28	56	254	713	760	29	31	54	268	1,028
SBR	112	12	17	53	211	323	179	8	7	25	101	280
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	437	7	3	29	104	541	174	8	4	26	98	272
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	443	8	9	25	105	548	342	6	10	25	104	446
North Leg												
Approach	571	32	45	109	465	1,036	939	37	38	79	369	1,308
Departure	927	43	35	96	423	1,350	1,081	23	26	74	309	1,390
Total	1,498	75	80	205	888	2,386	2,020	60	64	153	678	2,698
South Leg												
Approach	576	46	32	127	515	1,091	1,110	21	21	89	341	1,451
Departure	896	27	31	85	358	1,254	934	37	35	80	366	1,300
Total	1,472	73	63	212	873	2,345	2,044	58	56	169	707	2,751
East Leg												
Approach	880	15	12	54	209	1,089	516	14	14	51	202	718
Departure	92	11	6	56	197	289	371	4	5	40	136	507
Total	972	26	18	110	406	1,378	887	18	19	91	338	1,225
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	112	12	17	53	211	323	179	8	7	25	101	280
Total	112	12	17	53	211	323	179	8	7	25	101	280
Total Approaches												
Approach	2,027	93	89	290	1,189	3,216	2,565	72	73	219	912	3,477
Departure	2,027	93	89	290	1,189	3,216	2,565	72	73	219	912	3,477
Total	4,054	186	178	580	2,378	6,432	5,130	144	146	438	1,824	6,954

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
13 . Etiwanda Avenue/I-10 Eastbound Ramps												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	498	33	19	88	352	850	950	15	18	65	254	1,204
NBR	176	16	10	39	161	337	381	10	10	39	152	533
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	876	22	24	59	258	1,134	683	23	26	66	285	968
SBR	22	8	1	20	74	96	235	6	8	14	67	302
EBL	84	11	10	43	166	250	147	7	3	22	83	230
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	353	13	4	68	232	585	175	9	10	37	145	320
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	898	30	25	79	332	1,230	918	29	34	80	352	1,270
Departure	582	44	29	131	518	1,100	1,097	22	21	87	337	1,434
Total	1,480	74	54	210	850	2,330	2,015	51	55	167	689	2,704
South Leg												
Approach	674	49	29	127	513	1,187	1,331	25	28	104	406	1,737
Departure	1,229	35	28	127	490	1,719	858	32	36	103	430	1,288
Total	1,903	84	57	254	1,003	2,906	2,189	57	64	207	836	3,025
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	176	16	10	39	161	337	381	10	10	39	152	533
Total	176	16	10	39	161	337	381	10	10	39	152	533
West Leg												
Approach	437	24	14	111	398	835	322	16	13	59	228	550
Departure	22	8	1	20	74	96	235	6	8	14	67	302
Total	459	32	15	131	472	931	557	22	21	73	295	852
Total Approaches												
Approach	2,009	103	68	317	1,243	3,252	2,571	70	75	243	986	3,557
Departure	2,009	103	68	317	1,243	3,252	2,571	70	75	243	986	3,557
Total	4,018	206	136	634	2,486	6,504	5,142	140	150	486	1,972	7,114

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
19 . Haven Avenue/4th Street												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
20 . Milliken Avenue/4th Street												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
Total Approaches												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
21 . Etiwanda Avenue/Miller Street												
NBL	133	0	4	1	11	144	140	0	0	0	0	140
NBT	288	0	1	5	17	305	306	0	0	2	6	312
NBR	120	0	0	0	0	120	117	0	0	0	0	117
SBL	92	0	1	0	2	94	29	0	0	0	0	29
SBT	291	0	1	5	17	308	175	0	0	4	12	187
SBR	138	0	0	1	3	141	136	0	0	0	0	136
EBL	72	0	0	1	3	75	173	0	0	0	0	173
EBT	239	0	2	1	7	246	502	0	0	1	3	505
EBR	96	0	1	0	2	98	145	0	0	1	3	148
WBL	65	0	0	0	0	65	56	0	0	0	0	56
WBT	393	0	3	0	6	399	264	0	0	0	0	264
WBR	59	0	1	0	2	61	23	0	0	0	0	23
North Leg												
Approach	521	0	2	6	22	543	340	0	0	4	12	352
Departure	419	0	2	6	22	441	502	0	0	2	6	508
Total	940	0	4	12	44	984	842	0	0	6	18	860
South Leg												
Approach	541	0	5	6	28	569	563	0	0	2	6	569
Departure	452	0	2	5	19	471	376	0	0	5	15	391
Total	993	0	7	11	47	1,040	939	0	0	7	21	960
East Leg												
Approach	517	0	4	0	8	525	343	0	0	0	0	343
Departure	451	0	3	1	9	460	648	0	0	1	3	651
Total	968	0	7	1	17	985	991	0	0	1	3	994
West Leg												
Approach	407	0	3	2	12	419	820	0	0	2	6	826
Departure	664	0	7	2	20	684	540	0	0	0	0	540
Total	1,071	0	10	4	32	1,103	1,360	0	0	2	6	1,366
Total Approaches												
Approach	1,986	0	14	14	70	2,056	2,066	0	0	8	24	2,090
Departure	1,986	0	14	14	70	2,056	2,066	0	0	8	24	2,090
Total	3,972	0	28	28	140	4,112	4,132	0	0	16	48	4,180

Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
22 . Etiwanda Avenue/Slover Avenue												
NBL	51	4	6	9	45	96	13	1	1	6	22	35
NBT	398	33	27	94	386	784	687	13	20	76	288	975
NBR	32	9	4	9	49	81	52	1	7	10	46	98
SBL	205	16	7	35	143	348	100	17	13	36	160	260
SBT	747	53	19	109	445	1,192	580	23	17	67	270	850
SBR	313	14	7	22	101	414	37	6	2	11	46	83
EBL	45	10	6	16	75	120	281	11	1	17	70	351
EBT	46	8	7	13	65	111	277	8	14	26	118	395
EBR	20	2	3	14	51	71	45	1	0	13	41	86
WBL	60	3	2	19	66	126	29	4	1	14	50	79
WBT	142	13	4	17	79	221	66	3	6	20	77	143
WBR	163	23	14	61	246	409	351	11	11	33	138	489
North Leg												
Approach	1,265	83	33	166	689	1,954	717	46	32	114	476	1,193
Departure	606	66	47	171	707	1,313	1,319	35	32	126	496	1,815
Total	1,871	149	80	337	1,396	3,267	2,036	81	64	240	972	3,008
South Leg												
Approach	481	46	37	112	480	961	752	15	28	92	356	1,108
Departure	827	58	24	142	562	1,389	654	28	18	94	361	1,015
Total	1,308	104	61	254	1,042	2,350	1,406	43	46	186	717	2,123
East Leg												
Approach	365	39	20	97	391	756	446	18	18	67	265	711
Departure	283	33	18	57	257	540	429	26	34	72	324	753
Total	648	72	38	154	648	1,296	875	44	52	139	589	1,464
West Leg												
Approach	111	20	16	43	191	302	603	20	15	56	229	832
Departure	506	31	17	48	225	731	116	10	9	37	145	261
Total	617	51	33	91	416	1,033	719	30	24	93	374	1,093
Total Approaches												
Approach	2,222	188	106	418	1,751	3,973	2,518	99	93	329	1,326	3,844
Departure	2,222	188	106	418	1,751	3,973	2,518	99	93	329	1,326	3,844
Total	4,444	376	212	836	3,502	7,946	5,036	198	186	658	2,652	7,688

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Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
1 . I-15 Southbound Rmp/4th Street								
NBL	57	3	60	5.00%	117	1	118	0.85%
NBT	57	2	59	3.39%	257	2	259	0.77%
NBR	61	4	65	6.15%	294	0	294	0.00%
SBL	112	11	123	8.94%	53	12	65	18.46%
SBT	185	1	186	0.54%	261	0	261	0.00%
SBR	717	7	724	0.97%	483	9	492	1.83%
EBL	205	34	239	14.23%	785	15	800	1.88%
EBT	255	24	279	8.60%	986	29	1,015	2.86%
EBR	48	2	50	4.00%	100	0	100	0.00%
WBL	90	2	92	2.17%	189	0	189	0.00%
WBT	1,021	61	1,082	5.64%	774	34	808	4.21%
WBR	84	26	110	23.64%	254	7	261	2.68%
North Leg								
Approach	1,014	19	1,033	1.8%	797	21	818	2.6%
Departure	346	62	408	15.2%	1,296	24	1,320	1.8%
Total	1,360	81	1,441	5.6%	2,093	45	2,138	2.1%
South Leg								
Approach	175	9	184	4.9%	668	3	671	0.4%
Departure	323	5	328	1.5%	550	0	550	0.0%
Total	498	14	512	2.7%	1,218	3	1,221	0.2%
East Leg								
Approach	1,195	89	1,284	6.9%	1,217	41	1,258	3.3%
Departure	428	39	467	8.4%	1,333	41	1,374	3.0%
Total	1,623	128	1,751	7.3%	2,550	82	2,632	3.1%
West Leg								
Approach	508	60	568	10.6%	1,871	44	1,915	2.3%
Departure	1,795	71	1,866	3.8%	1,374	44	1,418	3.1%
Total	2,303	131	2,434	5.4%	3,245	88	3,333	2.6%
Total Approaches								
Approach	2,892	177	3,069		4,553	109	4,662	
Departure	2,892	177	3,069		4,553	109	4,662	
Total	5,784	354	6,138	5.8%	9,106	218	9,324	2.3%

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
2 . I-15 Northbound Rmp/4th Street								
NBL	87	5	92	5.43%	94	5	99	5.05%
NBT	17	1	18	5.56%	64	0	64	0.00%
NBR	44	4	48	8.33%	48	1	49	2.04%
SBL	274	36	310	11.61%	110	10	120	8.33%
SBT	51	4	55	7.27%	54	3	57	5.26%
SBR	767	37	804	4.60%	507	16	523	3.06%
EBL	147	5	152	3.29%	690	6	696	0.86%
EBT	238	35	273	12.82%	560	30	590	5.08%
EBR	63	1	64	1.56%	78	3	81	3.70%
WBL	35	2	37	5.41%	66	0	66	0.00%
WBT	347	45	392	11.48%	594	30	624	4.81%
WBR	41	11	52	21.15%	139	4	143	2.80%
North Leg								
Approach	1,092	77	1,169	6.6%	671	29	700	4.1%
Departure	205	17	222	7.7%	893	10	903	1.1%
Total	1,297	94	1,391	6.8%	1,564	39	1,603	2.4%
South Leg								
Approach	148	10	158	6.3%	206	6	212	2.8%
Departure	149	7	156	4.5%	198	6	204	2.9%
Total	297	17	314	5.4%	404	12	416	2.9%
East Leg								
Approach	423	58	481	12.1%	799	34	833	4.1%
Departure	556	75	631	11.9%	718	41	759	5.4%
Total	979	133	1,112	12.0%	1,517	75	1,592	4.7%
West Leg								
Approach	448	41	489	8.4%	1,328	39	1,367	2.9%
Departure	1,201	87	1,288	6.8%	1,195	51	1,246	4.1%
Total	1,649	128	1,777	7.2%	2,523	90	2,613	3.4%
Total Approaches								
Approach	2,111	186	2,297		3,004	108	3,112	
Departure	2,111	186	2,297		3,004	108	3,112	
Total	4,222	372	4,594	8.1%	6,008	216	6,224	3.5%

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
3 . Wineville Avenue/4th Street								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
South Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
East Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
West Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
Total Approaches								
Approach	0	0	0		0	0	0	
Departure	0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
4 . Barrington Avenue/4th Street								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
South Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
East Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
West Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
Total Approaches								
Approach	0	0	0		0	0	0	
Departure	0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
5 . Etiwanda Avenue/Foothill Boulevard								
NBL	110	21	131	16.03%	238	13	251	5.18%
NBT	215	9	224	4.02%	320	3	323	0.93%
NBR	72	1	73	1.37%	220	4	224	1.79%
SBL	66	0	66	0.00%	60	1	61	1.64%
SBT	363	7	370	1.89%	182	15	197	7.61%
SBR	268	1	269	0.37%	179	1	180	0.56%
EBL	76	1	77	1.30%	283	0	283	0.00%
EBT	416	29	445	6.52%	1,001	20	1,021	1.96%
EBR	134	33	167	19.76%	175	13	188	6.91%
WBL	314	6	320	1.88%	107	10	117	8.55%
WBT	1,275	41	1,316	3.12%	699	18	717	2.51%
WBR	85	0	85	0.00%	70	0	70	0.00%
North Leg								
Approach	697	8	705	1.1%	421	17	438	3.9%
Departure	376	10	386	2.6%	673	3	676	0.4%
Total	1,073	18	1,091	1.6%	1,094	20	1,114	1.8%
South Leg								
Approach	397	31	428	7.2%	778	20	798	2.5%
Departure	811	46	857	5.4%	464	38	502	7.6%
Total	1,208	77	1,285	6.0%	1,242	58	1,300	4.5%
East Leg								
Approach	1,674	47	1,721	2.7%	876	28	904	3.1%
Departure	554	30	584	5.1%	1,281	25	1,306	1.9%
Total	2,228	77	2,305	3.3%	2,157	53	2,210	2.4%
West Leg								
Approach	626	63	689	9.1%	1,459	33	1,492	2.2%
Departure	1,653	63	1,716	3.7%	1,116	32	1,148	2.8%
Total	2,279	126	2,405	5.2%	2,575	65	2,640	2.5%
Total Approaches								
Approach	3,394	149	3,543		3,534	98	3,632	
Departure	3,394	149	3,543		3,534	98	3,632	
Total	6,788	298	7,086	4.2%	7,068	196	7,264	2.7%

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
6 . Etiwanda Avenue/Arrow Route								
NBL	274	28	302	9.27%	110	14	124	11.29%
NBT	105	18	123	14.63%	438	12	450	2.67%
NBR	32	6	38	15.79%	109	3	112	2.68%
SBL	69	4	73	5.48%	144	3	147	2.04%
SBT	317	23	340	6.76%	171	33	204	16.18%
SBR	406	17	423	4.02%	102	2	104	1.92%
EBL	54	7	61	11.48%	349	1	350	0.29%
EBT	206	10	216	4.63%	625	3	628	0.48%
EBR	106	19	125	15.20%	310	40	350	11.43%
WBL	102	14	116	12.07%	48	3	51	5.88%
WBT	731	25	756	3.31%	392	8	400	2.00%
WBR	110	7	117	5.98%	162	6	168	3.57%
North Leg								
Approach	792	44	836	5.3%	417	38	455	8.4%
Departure	269	32	301	10.6%	949	19	968	2.0%
Total	1,061	76	1,137	6.7%	1,366	57	1,423	4.0%
South Leg								
Approach	411	52	463	11.2%	657	29	686	4.2%
Departure	525	56	581	9.6%	529	76	605	12.6%
Total	936	108	1,044	10.3%	1,186	105	1,291	8.1%
East Leg								
Approach	943	46	989	4.7%	602	17	619	2.7%
Departure	307	20	327	6.1%	878	9	887	1.0%
Total	1,250	66	1,316	5.0%	1,480	26	1,506	1.7%
West Leg								
Approach	366	36	402	9.0%	1,284	44	1,328	3.3%
Departure	1,411	70	1,481	4.7%	604	24	628	3.8%
Total	1,777	106	1,883	5.6%	1,888	68	1,956	3.5%
Total Approaches								
Approach	2,512	178	2,690		2,960	128	3,088	
Departure	2,512	178	2,690		2,960	128	3,088	
Total	5,024	356	5,380	6.6%	5,920	256	6,176	4.1%

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
7 . Etiwanda Avenue/Whittram Avenue								
NBL	1	0	1	0.00%	1	0	1	0.00%
NBT	235	57	292	19.52%	579	37	616	6.01%
NBR	108	25	133	18.80%	185	57	242	23.55%
SBL	55	3	58	5.17%	198	12	210	5.71%
SBT	460	70	530	13.21%	279	80	359	22.28%
SBR	2	0	2	0.00%	2	0	2	0.00%
EBL	1	0	1	0.00%	0	0	0	0.00%
EBT	0	0	0	0.00%	2	0	2	0.00%
EBR	2	0	2	0.00%	1	0	1	0.00%
WBL	198	45	243	18.52%	150	28	178	15.73%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	122	5	127	3.94%	65	1	66	1.52%
North Leg								
Approach	517	73	590	12.4%	479	92	571	16.1%
Departure	358	62	420	14.8%	644	38	682	5.6%
Total	875	135	1,010	13.4%	1,123	130	1,253	10.4%
South Leg								
Approach	344	82	426	19.2%	765	94	859	10.9%
Departure	660	115	775	14.8%	430	108	538	20.1%
Total	1,004	197	1,201	16.4%	1,195	202	1,397	14.5%
East Leg								
Approach	320	50	370	13.5%	215	29	244	11.9%
Departure	163	28	191	14.7%	385	69	454	15.2%
Total	483	78	561	13.9%	600	98	698	14.0%
West Leg								
Approach	3	0	3	0.0%	3	0	3	0.0%
Departure	3	0	3	0.0%	3	0	3	0.0%
Total	6	0	6	0.0%	6	0	6	0.0%
Total Approaches								
Approach	1,184	205	1,389		1,462	215	1,677	
Departure	1,184	205	1,389		1,462	215	1,677	
Total	2,368	410	2,778	14.8%	2,924	430	3,354	12.8%

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Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
8 . Etiwanda Avenue/Napa Street								
NBL	0	0	0	0.00%	1	0	1	0.00%
NBT	349	53	402	13.18%	740	63	803	7.85%
NBR	27	54	81	66.67%	4	18	22	81.82%
SBL	20	20	40	50.00%	5	60	65	92.31%
SBT	598	96	694	13.83%	428	59	487	12.11%
SBR	0	0	0	0.00%	2	0	2	0.00%
EBL	0	0	0	0.00%	2	0	2	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	0	0	0	0.00%	1	0	1	0.00%
WBL	4	56	60	93.33%	34	40	74	54.05%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	3	32	35	91.43%	33	34	67	50.75%
North Leg								
Approach	618	116	734	15.8%	435	119	554	21.5%
Departure	352	85	437	19.5%	775	97	872	11.1%
Total	970	201	1,171	17.2%	1,210	216	1,426	15.1%
South Leg								
Approach	376	107	483	22.2%	745	81	826	9.8%
Departure	602	152	754	20.2%	463	99	562	17.6%
Total	978	259	1,237	20.9%	1,208	180	1,388	13.0%
East Leg								
Approach	7	88	95	92.6%	67	74	141	52.5%
Departure	47	74	121	61.2%	9	78	87	89.7%
Total	54	162	216	75.0%	76	152	228	66.7%
West Leg								
Approach	0	0	0	0.0%	3	0	3	0.0%
Departure	0	0	0	0.0%	3	0	3	0.0%
Total	0	0	0	0.0%	6	0	6	0.0%
Total Approaches								
Approach	1,001	311	1,312		1,250	274	1,524	
Departure	1,001	311	1,312		1,250	274	1,524	
Total	2,002	622	2,624	23.7%	2,500	548	3,048	18.0%

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
9 . Etiwanda Avenue/6th Street								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
South Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
East Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
West Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
Total Approaches								
Approach	0	0	0		0	0	0	
Departure	0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
10 . Etiwanda Avenue/4th St-San Bern. Avenue								
NBL	206	23	229	10.04%	218	21	239	8.79%
NBT	382	81	463	17.49%	522	67	589	11.38%
NBR	22	8	30	26.67%	40	11	51	21.57%
SBL	24	12	36	33.33%	36	23	59	38.98%
SBT	436	109	545	20.00%	387	63	450	14.00%
SBR	140	18	158	11.39%	202	10	212	4.72%
EBL	90	19	109	17.43%	184	7	191	3.66%
EBT	86	19	105	18.10%	464	24	488	4.92%
EBR	48	16	64	25.00%	215	42	257	16.34%
WBL	180	53	233	22.75%	149	26	175	14.86%
WBT	258	27	285	9.47%	269	21	290	7.24%
WBR	26	10	36	27.78%	69	1	70	1.43%
North Leg								
Approach	600	139	739	18.8%	625	96	721	13.3%
Departure	498	110	608	18.1%	775	75	850	8.8%
Total	1,098	249	1,347	18.5%	1,400	171	1,571	10.9%
South Leg								
Approach	610	112	722	15.5%	780	99	879	11.3%
Departure	664	178	842	21.1%	751	131	882	14.9%
Total	1,274	290	1,564	18.5%	1,531	230	1,761	13.1%
East Leg								
Approach	464	90	554	16.2%	487	48	535	9.0%
Departure	132	39	171	22.8%	540	58	598	9.7%
Total	596	129	725	17.8%	1,027	106	1,133	9.4%
West Leg								
Approach	224	54	278	19.4%	863	73	936	7.8%
Departure	604	68	672	10.1%	689	52	741	7.0%
Total	828	122	950	12.8%	1,552	125	1,677	7.5%
Total Approaches								
Approach	1,898	395	2,293		2,755	316	3,071	
Departure	1,898	395	2,293		2,755	316	3,071	
Total	3,796	790	4,586	17.2%	5,510	632	6,142	10.3%

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
11 . Etiwanda Avenue/Valley Boulevard								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	0	0	0	0.00%	0	0	0	0.00%
NBR	0	0	0	0.00%	0	0	0	0.00%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	0	0	0	0.00%	0	0	0	0.00%
SBR	0	0	0	0.00%	0	0	0	0.00%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
South Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
East Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
West Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	0	0	0	0.0%	0	0	0	0.0%
Total	0	0	0	0.0%	0	0	0	0.0%
Total Approaches								
Approach	0	0	0		0	0	0	
Departure	0	0	0		0	0	0	
Total	0	0	0	0.0%	0	0	0	0.0%

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
12 . Etiwanda Avenue/I-10 Westbound Ramps								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	484	132	616	21.43%	739	82	821	9.99%
NBR	92	73	165	44.24%	371	49	420	11.67%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	459	104	563	18.47%	760	114	874	13.04%
SBR	112	82	194	42.27%	179	40	219	18.26%
EBL	0	0	0	0.00%	0	0	0	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	0	0	0	0.00%	0	0	0	0.00%
WBL	437	39	476	8.19%	174	38	212	17.92%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	443	42	485	8.66%	342	41	383	10.70%
North Leg								
Approach	571	186	757	24.6%	939	154	1,093	14.1%
Departure	927	174	1,101	15.8%	1,081	123	1,204	10.2%
Total	1,498	360	1,858	19.4%	2,020	277	2,297	12.1%
South Leg								
Approach	576	205	781	26.2%	1,110	131	1,241	10.6%
Departure	896	143	1,039	13.8%	934	152	1,086	14.0%
Total	1,472	348	1,820	19.1%	2,044	283	2,327	12.2%
East Leg								
Approach	880	81	961	8.4%	516	79	595	13.3%
Departure	92	73	165	44.2%	371	49	420	11.7%
Total	972	154	1,126	13.7%	887	128	1,015	12.6%
West Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	112	82	194	42.3%	179	40	219	18.3%
Total	112	82	194	42.3%	179	40	219	18.3%
Total Approaches								
Approach	2,027	472	2,499		2,565	364	2,929	
Departure	2,027	472	2,499		2,565	364	2,929	
Total	4,054	944	4,998	18.9%	5,130	728	5,858	12.4%

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
13 . Etiwanda Avenue/I-10 Eastbound Ramps								
NBL	0	0	0	0.00%	0	0	0	0.00%
NBT	498	140	638	21.94%	950	98	1,048	9.35%
NBR	176	65	241	26.97%	381	59	440	13.41%
SBL	0	0	0	0.00%	0	0	0	0.00%
SBT	876	105	981	10.70%	683	115	798	14.41%
SBR	22	29	51	56.86%	235	28	263	10.65%
EBL	84	64	148	43.24%	147	32	179	17.88%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	353	85	438	19.41%	175	56	231	24.24%
WBL	0	0	0	0.00%	0	0	0	0.00%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	0	0	0	0.00%	0	0	0	0.00%
North Leg								
Approach	898	134	1,032	13.0%	918	143	1,061	13.5%
Departure	582	204	786	26.0%	1,097	130	1,227	10.6%
Total	1,480	338	1,818	18.6%	2,015	273	2,288	11.9%
South Leg								
Approach	674	205	879	23.3%	1,331	157	1,488	10.6%
Departure	1,229	190	1,419	13.4%	858	171	1,029	16.6%
Total	1,903	395	2,298	17.2%	2,189	328	2,517	13.0%
East Leg								
Approach	0	0	0	0.0%	0	0	0	0.0%
Departure	176	65	241	27.0%	381	59	440	13.4%
Total	176	65	241	27.0%	381	59	440	13.4%
West Leg								
Approach	437	149	586	25.4%	322	88	410	21.5%
Departure	22	29	51	56.9%	235	28	263	10.6%
Total	459	178	637	27.9%	557	116	673	17.2%
Total Approaches								
Approach	2,009	488	2,497		2,571	388	2,959	
Departure	2,009	488	2,497		2,571	388	2,959	
Total	4,018	976	4,994	19.5%	5,142	776	5,918	13.1%

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
21 . Etiwanda Avenue/Miller Street								
NBL	133	5	138	3.62%	140	0	140	0.00%
NBT	288	6	294	2.04%	306	2	308	0.65%
NBR	120	0	120	0.00%	117	0	117	0.00%
SBL	92	1	93	1.08%	29	0	29	0.00%
SBT	291	6	297	2.02%	175	4	179	2.23%
SBR	138	1	139	0.72%	136	0	136	0.00%
EBL	72	1	73	1.37%	173	0	173	0.00%
EBT	239	3	242	1.24%	502	1	503	0.20%
EBR	96	1	97	1.03%	145	1	146	0.68%
WBL	65	0	65	0.00%	56	0	56	0.00%
WBT	393	3	396	0.76%	264	0	264	0.00%
WBR	59	1	60	1.67%	23	0	23	0.00%
North Leg								
Approach	521	8	529	1.5%	340	4	344	1.2%
Departure	419	8	427	1.9%	502	2	504	0.4%
Total	940	16	956	1.7%	842	6	848	0.7%
South Leg								
Approach	541	11	552	2.0%	563	2	565	0.4%
Departure	452	7	459	1.5%	376	5	381	1.3%
Total	993	18	1,011	1.8%	939	7	946	0.7%
East Leg								
Approach	517	4	521	0.8%	343	0	343	0.0%
Departure	451	4	455	0.9%	648	1	649	0.2%
Total	968	8	976	0.8%	991	1	992	0.1%
West Leg								
Approach	407	5	412	1.2%	820	2	822	0.2%
Departure	664	9	673	1.3%	540	0	540	0.0%
Total	1,071	14	1,085	1.3%	1,360	2	1,362	0.1%
Total Approaches								
Approach	1,986	28	2,014		2,066	8	2,074	
Departure	1,986	28	2,014		2,066	8	2,074	
Total	3,972	56	4,028	1.4%	4,132	16	4,148	0.4%

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Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
22 . Etiwanda Avenue/Slover Avenue								
NBL	51	19	70	27.14%	13	8	21	38.10%
NBT	398	154	552	27.90%	687	109	796	13.69%
NBR	32	22	54	40.74%	52	18	70	25.71%
SBL	205	58	263	22.05%	100	66	166	39.76%
SBT	747	181	928	19.50%	580	107	687	15.57%
SBR	313	43	356	12.08%	37	19	56	33.93%
EBL	45	32	77	41.56%	281	29	310	9.35%
EBT	46	28	74	37.84%	277	48	325	14.77%
EBR	20	19	39	48.72%	45	14	59	23.73%
WBL	60	24	84	28.57%	29	19	48	39.58%
WBT	142	34	176	19.32%	66	29	95	30.53%
WBR	163	98	261	37.55%	351	55	406	13.55%
North Leg								
Approach	1,265	282	1,547	18.2%	717	192	909	21.1%
Departure	606	284	890	31.9%	1,319	193	1,512	12.8%
Total	1,871	566	2,437	23.2%	2,036	385	2,421	15.9%
South Leg								
Approach	481	195	676	28.8%	752	135	887	15.2%
Departure	827	224	1,051	21.3%	654	140	794	17.6%
Total	1,308	419	1,727	24.3%	1,406	275	1,681	16.4%
East Leg								
Approach	365	156	521	29.9%	446	103	549	18.8%
Departure	283	108	391	27.6%	429	132	561	23.5%
Total	648	264	912	28.9%	875	235	1,110	21.2%
West Leg								
Approach	111	79	190	41.6%	603	91	694	13.1%
Departure	506	96	602	15.9%	116	56	172	32.6%
Total	617	175	792	22.1%	719	147	866	17.0%
Total Approaches								
Approach	2,222	712	2,934		2,518	521	3,039	
Departure	2,222	712	2,934		2,518	521	3,039	
Total	4,444	1,424	5,868	24.3%	5,036	1,042	6,078	17.1%

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
1 . I-15 Southbound Rmp/4th Street						
NBL	60	8	68	118	16	134
NBT	59	8	67	259	35	294
NBR	65	9	74	294	40	334
SBL	123	17	140	65	9	74
SBT	186	25	211	261	36	297
SBR	724	99	823	492	67	559
EBL	239	33	272	800	109	909
EBT	279	38	317	1,015	138	1,153
EBR	50	7	57	100	14	114
WBL	92	13	105	189	26	215
WBT	1,082	147	1,229	808	110	918
WBR	110	15	125	261	36	297
North Leg						
Approach	1,033	141	1,174	818	111	929
Departure	408	56	464	1,320	180	1,500
Total	1,441	196	1,637	2,138	291	2,429
South Leg						
Approach	184	25	209	671	91	762
Departure	328	45	373	550	75	625
Total	512	70	582	1,221	166	1,387
East Leg						
Approach	1,284	175	1,459	1,258	171	1,429
Departure	467	64	531	1,374	187	1,561
Total	1,751	239	1,990	2,632	359	2,991
West Leg						
Approach	568	77	645	1,915	261	2,176
Departure	1,866	254	2,120	1,418	193	1,611
Total	2,434	332	2,766	3,333	454	3,787
Total Approaches						
Approach	3,069	418	3,487	4,662	635	5,297
Departure	3,069	418	3,487	4,662	635	5,297
Total	6,138	836	6,974	9,324	1,271	10,595

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
2 . I-15 Northbound Rmp/4th Street						
NBL	92	13	105	99	13	112
NBT	18	2	20	64	9	73
NBR	48	7	55	49	7	56
SBL	310	42	352	120	16	136
SBT	55	7	62	57	8	65
SBR	804	110	914	523	71	594
EBL	152	21	173	696	95	791
EBT	273	37	310	590	80	670
EBR	64	9	73	81	11	92
WBL	37	5	42	66	9	75
WBT	392	53	445	624	85	709
WBR	52	7	59	143	19	162
North Leg						
Approach	1,169	159	1,328	700	95	795
Departure	222	30	252	903	123	1,026
Total	1,391	190	1,581	1,603	218	1,821
South Leg						
Approach	158	22	180	212	29	241
Departure	156	21	177	204	28	232
Total	314	43	357	416	57	473
East Leg						
Approach	481	66	547	833	114	947
Departure	631	86	717	759	103	862
Total	1,112	152	1,264	1,592	217	1,809
West Leg						
Approach	489	67	556	1,367	186	1,553
Departure	1,288	176	1,464	1,246	170	1,416
Total	1,777	242	2,019	2,613	356	2,969
Total Approaches						
Approach	2,297	313	2,610	3,112	424	3,536
Departure	2,297	313	2,610	3,112	424	3,536
Total	4,594	626	5,220	6,224	848	7,072

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
3 . Wineville Avenue/4th Street						
NBL	27	5	32	85	15	100
NBT	10	2	12	15	3	18
NBR	6	1	7	6	1	7
SBL	35	6	41	117	21	138
SBT	9	2	11	11	2	13
SBR	62	11	73	152	28	180
EBL	181	33	214	41	7	48
EBT	300	55	355	709	129	838
EBR	94	17	111	26	5	31
WBL	16	3	19	2	0	2
WBT	355	65	420	598	109	707
WBR	103	19	122	73	13	86
North Leg						
Approach	106	19	125	280	51	331
Departure	294	53	347	129	23	152
Total	400	73	473	409	74	483
South Leg						
Approach	43	8	51	106	19	125
Departure	119	22	141	39	7	46
Total	162	29	191	145	26	171
East Leg						
Approach	474	86	560	673	122	795
Departure	341	62	403	832	151	983
Total	815	148	963	1,505	273	1,778
West Leg						
Approach	575	104	679	776	141	917
Departure	444	81	525	835	152	987
Total	1,019	185	1,204	1,611	293	1,904
Total Approaches						
Approach	1,198	218	1,416	1,835	333	2,168
Departure	1,198	218	1,416	1,835	333	2,168
Total	2,396	435	2,831	3,670	667	4,337

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
4 . Barrington Avenue/4th Street						
NBL	27	5	32	85	15	100
NBT	0	0	0	0	0	0
NBR	6	1	7	6	1	7
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	247	45	292	806	146	952
EBR	94	17	111	26	5	31
WBL	16	3	19	2	0	2
WBT	431	78	509	586	106	692
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	33	6	39	91	17	108
Departure	110	20	130	28	5	33
Total	143	26	169	119	22	141
East Leg						
Approach	447	81	528	588	107	695
Departure	253	46	299	812	148	960
Total	700	127	827	1,400	254	1,654
West Leg						
Approach	341	62	403	832	151	983
Departure	458	83	541	671	122	793
Total	799	145	944	1,503	273	1,776
Total Approaches						
Approach	821	149	970	1,511	275	1,786
Departure	821	149	970	1,511	275	1,786
Total	1,642	298	1,940	3,022	549	3,571

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
5 . Etiwanda Avenue/Foothill Boulevard						
NBL	131	0	131	251	0	251
NBT	224	0	224	323	0	323
NBR	73	0	73	224	0	224
SBL	66	0	66	61	0	61
SBT	370	0	370	197	0	197
SBR	269	0	269	180	0	180
EBL	77	0	77	283	0	283
EBT	445	0	445	1,021	0	1,021
EBR	167	0	167	188	0	188
WBL	320	0	320	117	0	117
WBT	1,316	0	1,316	717	0	717
WBR	85	0	85	70	0	70
North Leg						
Approach	705	0	705	438	0	438
Departure	386	0	386	676	0	676
Total	1,091	0	1,091	1,114	0	1,114
South Leg						
Approach	428	0	428	798	0	798
Departure	857	0	857	502	0	502
Total	1,285	0	1,285	1,300	0	1,300
East Leg						
Approach	1,721	0	1,721	904	0	904
Departure	584	0	584	1,306	0	1,306
Total	2,305	0	2,305	2,210	0	2,210
West Leg						
Approach	689	0	689	1,492	0	1,492
Departure	1,716	0	1,716	1,148	0	1,148
Total	2,405	0	2,405	2,640	0	2,640
Total Approaches						
Approach	3,543	0	3,543	3,632	0	3,632
Departure	3,543	0	3,543	3,632	0	3,632
Total	7,086	0	7,086	7,264	0	7,264

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
6 . Etiwanda Avenue/Arrow Route						
NBL	302	0	302	124	0	124
NBT	123	0	123	450	0	450
NBR	38	0	38	112	0	112
SBL	73	0	73	147	0	147
SBT	340	0	340	204	0	204
SBR	423	0	423	104	0	104
EBL	61	0	61	350	0	350
EBT	216	0	216	628	0	628
EBR	125	0	125	350	0	350
WBL	116	0	116	51	0	51
WBT	756	0	756	400	0	400
WBR	117	0	117	168	0	168
North Leg						
Approach	836	0	836	455	0	455
Departure	301	0	301	968	0	968
Total	1,137	0	1,137	1,423	0	1,423
South Leg						
Approach	463	0	463	686	0	686
Departure	581	0	581	605	0	605
Total	1,044	0	1,044	1,291	0	1,291
East Leg						
Approach	989	0	989	619	0	619
Departure	327	0	327	887	0	887
Total	1,316	0	1,316	1,506	0	1,506
West Leg						
Approach	402	0	402	1,328	0	1,328
Departure	1,481	0	1,481	628	0	628
Total	1,883	0	1,883	1,956	0	1,956
Total Approaches						
Approach	2,690	0	2,690	3,088	0	3,088
Departure	2,690	0	2,690	3,088	0	3,088
Total	5,380	0	5,380	6,176	0	6,176

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
7 . Etiwanda Avenue/Whittram Avenue						
NBL	1	0	1	1	0	1
NBT	292	0	292	616	0	616
NBR	133	0	133	242	0	242
SBL	58	0	58	210	0	210
SBT	530	0	530	359	0	359
SBR	2	0	2	2	0	2
EBL	1	0	1	0	0	0
EBT	0	0	0	2	0	2
EBR	2	0	2	1	0	1
WBL	243	0	243	178	0	178
WBT	0	0	0	0	0	0
WBR	127	0	127	66	0	66
North Leg						
Approach	590	0	590	571	0	571
Departure	420	0	420	682	0	682
Total	1,010	0	1,010	1,253	0	1,253
South Leg						
Approach	426	0	426	859	0	859
Departure	775	0	775	538	0	538
Total	1,201	0	1,201	1,397	0	1,397
East Leg						
Approach	370	0	370	244	0	244
Departure	191	0	191	454	0	454
Total	561	0	561	698	0	698
West Leg						
Approach	3	0	3	3	0	3
Departure	3	0	3	3	0	3
Total	6	0	6	6	0	6
Total Approaches						
Approach	1,389	0	1,389	1,677	0	1,677
Departure	1,389	0	1,389	1,677	0	1,677
Total	2,778	0	2,778	3,354	0	3,354

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
8 . Etiwanda Avenue/Napa Street						
NBL	0	0	0	1	0	1
NBT	402	0	402	803	0	803
NBR	81	0	81	22	0	22
SBL	40	0	40	65	0	65
SBT	694	0	694	487	0	487
SBR	0	0	0	2	0	2
EBL	0	0	0	2	0	2
EBT	0	0	0	0	0	0
EBR	0	0	0	1	0	1
WBL	60	0	60	74	0	74
WBT	0	0	0	0	0	0
WBR	35	0	35	67	0	67
North Leg						
Approach	734	0	734	554	0	554
Departure	437	0	437	872	0	872
Total	1,171	0	1,171	1,426	0	1,426
South Leg						
Approach	483	0	483	826	0	826
Departure	754	0	754	562	0	562
Total	1,237	0	1,237	1,388	0	1,388
East Leg						
Approach	95	0	95	141	0	141
Departure	121	0	121	87	0	87
Total	216	0	216	228	0	228
West Leg						
Approach	0	0	0	3	0	3
Departure	0	0	0	3	0	3
Total	0	0	0	6	0	6
Total Approaches						
Approach	1,312	0	1,312	1,524	0	1,524
Departure	1,312	0	1,312	1,524	0	1,524
Total	2,624	0	2,624	3,048	0	3,048

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
9 . Etiwanda Avenue/6th Street						
NBL	23	4	27	14	2	16
NBT	512	81	593	1,191	189	1,380
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	731	116	847	748	119	867
SBR	15	2	17	35	6	41
EBL	17	3	20	21	3	24
EBT	0	0	0	0	0	0
EBR	21	3	24	28	4	32
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	746	119	865	783	124	907
Departure	529	84	613	1,212	193	1,405
Total	1,275	203	1,478	1,995	317	2,312
South Leg						
Approach	535	85	620	1,205	192	1,397
Departure	752	120	872	776	123	899
Total	1,287	205	1,492	1,981	315	2,296
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	38	6	44	49	8	57
Departure	38	6	44	49	8	57
Total	76	12	88	98	16	114
Total Approaches						
Approach	1,319	210	1,529	2,037	324	2,361
Departure	1,319	210	1,529	2,037	324	2,361
Total	2,638	419	3,057	4,074	648	4,722

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
10 . Etiwanda Avenue/4th St-San Bern. Avenue						
NBL	229	0	229	239	0	239
NBT	463	0	463	589	0	589
NBR	30	0	30	51	0	51
SBL	36	0	36	59	0	59
SBT	545	0	545	450	0	450
SBR	158	0	158	212	0	212
EBL	109	0	109	191	0	191
EBT	105	0	105	488	0	488
EBR	64	0	64	257	0	257
WBL	233	0	233	175	0	175
WBT	285	0	285	290	0	290
WBR	36	0	36	70	0	70
North Leg						
Approach	739	0	739	721	0	721
Departure	608	0	608	850	0	850
Total	1,347	0	1,347	1,571	0	1,571
South Leg						
Approach	722	0	722	879	0	879
Departure	842	0	842	882	0	882
Total	1,564	0	1,564	1,761	0	1,761
East Leg						
Approach	554	0	554	535	0	535
Departure	171	0	171	598	0	598
Total	725	0	725	1,133	0	1,133
West Leg						
Approach	278	0	278	936	0	936
Departure	672	0	672	741	0	741
Total	950	0	950	1,677	0	1,677
Total Approaches						
Approach	2,293	0	2,293	3,071	0	3,071
Departure	2,293	0	2,293	3,071	0	3,071
Total	4,586	0	4,586	6,142	0	6,142

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
11 . Etiwanda Avenue/Valley Boulevard						
NBL	162	29	191	80	15	95
NBT	480	87	567	723	131	854
NBR	75	14	89	85	15	100
SBL	18	3	21	18	3	21
SBT	483	88	571	695	126	821
SBR	55	10	65	13	2	15
EBL	5	1	6	39	7	46
EBT	28	5	33	57	10	67
EBR	43	8	51	231	42	273
WBL	103	19	122	134	24	158
WBT	29	5	34	62	11	73
WBR	29	5	34	41	7	48
North Leg						
Approach	556	101	657	726	132	858
Departure	514	93	607	803	146	949
Total	1,070	194	1,264	1,529	278	1,807
South Leg						
Approach	717	130	847	888	161	1,049
Departure	629	114	743	1,060	193	1,253
Total	1,346	245	1,591	1,948	354	2,302
East Leg						
Approach	161	29	190	237	43	280
Departure	121	22	143	160	29	189
Total	282	51	333	397	72	469
West Leg						
Approach	76	14	90	327	59	386
Departure	246	45	291	155	28	183
Total	322	59	381	482	88	570
Total Approaches						
Approach	1,510	274	1,784	2,178	396	2,574
Departure	1,510	274	1,784	2,178	396	2,574
Total	3,020	549	3,569	4,356	791	5,147

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
12 . Etiwanda Avenue/I-10 Westbound Ramps						
NBL	0	0	0	0	0	0
NBT	616	42	658	821	56	877
NBR	165	11	176	420	29	449
SBL	0	0	0	0	0	0
SBT	563	38	601	874	60	934
SBR	194	13	207	219	15	234
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	476	32	508	212	14	226
WBT	0	0	0	0	0	0
WBR	485	33	518	383	26	409
North Leg						
Approach	757	52	809	1,093	74	1,167
Departure	1,101	75	1,176	1,204	82	1,286
Total	1,858	127	1,985	2,297	157	2,454
South Leg						
Approach	781	53	834	1,241	85	1,326
Departure	1,039	71	1,110	1,086	74	1,160
Total	1,820	124	1,944	2,327	159	2,486
East Leg						
Approach	961	65	1,026	595	41	636
Departure	165	11	176	420	29	449
Total	1,126	77	1,203	1,015	69	1,084
West Leg						
Approach	0	0	0	0	0	0
Departure	194	13	207	219	15	234
Total	194	13	207	219	15	234
Total Approaches						
Approach	2,499	170	2,669	2,929	200	3,129
Departure	2,499	170	2,669	2,929	200	3,129
Total	4,998	341	5,339	5,858	399	6,257

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
13 . Etiwanda Avenue/I-10 Eastbound Ramps						
NBL	0	0	0	0	0	0
NBT	638	43	681	1,048	71	1,119
NBR	241	16	257	440	30	470
SBL	0	0	0	0	0	0
SBT	981	67	1,048	798	54	852
SBR	51	3	54	263	18	281
EBL	148	10	158	179	12	191
EBT	0	0	0	0	0	0
EBR	438	30	468	231	16	247
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	1,032	70	1,102	1,061	72	1,133
Departure	786	54	840	1,227	84	1,311
Total	1,818	124	1,942	2,288	156	2,444
South Leg						
Approach	879	60	939	1,488	101	1,589
Departure	1,419	97	1,516	1,029	70	1,099
Total	2,298	157	2,455	2,517	172	2,689
East Leg						
Approach	0	0	0	0	0	0
Departure	241	16	257	440	30	470
Total	241	16	257	440	30	470
West Leg						
Approach	586	40	626	410	28	438
Departure	51	3	54	263	18	281
Total	637	43	680	673	46	719
Total Approaches						
Approach	2,497	170	2,667	2,959	202	3,161
Departure	2,497	170	2,667	2,959	202	3,161
Total	4,994	340	5,334	5,918	403	6,321

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
19 . Haven Avenue/4th Street						
NBL	160	22	182	155	21	176
NBT	1,602	218	1,820	1,466	200	1,666
NBR	403	55	458	393	54	447
SBL	79	11	90	191	26	217
SBT	1,098	150	1,248	1,520	207	1,727
SBR	42	6	48	105	14	119
EBL	68	9	77	64	9	73
EBT	252	34	286	412	56	468
EBR	111	15	126	158	22	180
WBL	188	26	214	362	49	411
WBT	333	45	378	563	77	640
WBR	112	15	127	145	20	165
North Leg						
Approach	1,219	166	1,385	1,816	247	2,063
Departure	1,782	243	2,025	1,675	228	1,903
Total	3,001	409	3,410	3,491	476	3,967
South Leg						
Approach	2,165	295	2,460	2,014	274	2,288
Departure	1,397	190	1,587	2,040	278	2,318
Total	3,562	485	4,047	4,054	552	4,606
East Leg						
Approach	633	86	719	1,070	146	1,216
Departure	734	100	834	996	136	1,132
Total	1,367	186	1,553	2,066	282	2,348
West Leg						
Approach	431	59	490	634	86	720
Departure	535	73	608	823	112	935
Total	966	132	1,098	1,457	199	1,656
Total Approaches						
Approach	4,448	606	5,054	5,534	754	6,288
Departure	4,448	606	5,054	5,534	754	6,288
Total	8,896	1,212	10,108	11,068	1,508	12,576

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
20 . Milliken Avenue/4th Street						
NBL	233	32	265	236	32	268
NBT	672	92	764	959	131	1,090
NBR	93	13	106	345	47	392
SBL	173	24	197	429	58	487
SBT	765	104	869	925	126	1,051
SBR	113	15	128	134	18	152
EBL	131	18	149	336	46	382
EBT	220	30	250	772	105	877
EBR	81	11	92	274	37	311
WBL	286	39	325	381	52	433
WBT	723	99	822	519	71	590
WBR	294	40	334	231	31	262
North Leg						
Approach	1,051	143	1,194	1,488	203	1,691
Departure	1,097	149	1,246	1,526	208	1,734
Total	2,148	293	2,441	3,014	411	3,425
South Leg						
Approach	998	136	1,134	1,540	210	1,750
Departure	1,132	154	1,286	1,580	215	1,795
Total	2,130	290	2,420	3,120	425	3,545
East Leg						
Approach	1,303	178	1,481	1,131	154	1,285
Departure	486	66	552	1,546	211	1,757
Total	1,789	244	2,033	2,677	365	3,042
West Leg						
Approach	432	59	491	1,382	188	1,570
Departure	1,069	146	1,215	889	121	1,010
Total	1,501	205	1,706	2,271	309	2,580
Total Approaches						
Approach	3,784	516	4,300	5,541	755	6,296
Departure	3,784	516	4,300	5,541	755	6,296
Total	7,568	1,031	8,599	11,082	1,510	12,592

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
21 . Etiwanda Avenue/Miller Street						
NBL	138	9	147	140	10	150
NBT	294	20	314	308	21	329
NBR	120	8	128	117	8	125
SBL	93	6	99	29	2	31
SBT	297	20	317	179	12	191
SBR	139	9	148	136	9	145
EBL	73	5	78	173	12	185
EBT	242	16	258	503	34	537
EBR	97	7	104	146	10	156
WBL	65	4	69	56	4	60
WBT	396	27	423	264	18	282
WBR	60	4	64	23	2	25
North Leg						
Approach	529	36	565	344	23	367
Departure	427	29	456	504	34	538
Total	956	65	1,021	848	58	906
South Leg						
Approach	552	38	590	565	38	603
Departure	459	31	490	381	26	407
Total	1,011	69	1,080	946	64	1,010
East Leg						
Approach	521	36	557	343	23	366
Departure	455	31	486	649	44	693
Total	976	67	1,043	992	68	1,060
West Leg						
Approach	412	28	440	822	56	878
Departure	673	46	719	540	37	577
Total	1,085	74	1,159	1,362	93	1,455
Total Approaches						
Approach	2,014	137	2,151	2,074	141	2,215
Departure	2,014	137	2,151	2,074	141	2,215
Total	4,028	274	4,302	4,148	283	4,431

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
22 . Etiwanda Avenue/Slover Avenue						
NBL	70	5	75	21	1	22
NBT	552	38	590	796	54	850
NBR	54	4	58	70	5	75
SBL	263	18	281	166	11	177
SBT	928	63	991	687	47	734
SBR	356	24	380	56	4	60
EBL	77	5	82	310	21	331
EBT	74	5	79	325	22	347
EBR	39	3	42	59	4	63
WBL	84	6	90	48	3	51
WBT	176	12	188	95	6	101
WBR	261	18	279	406	28	434
North Leg						
Approach	1,547	105	1,652	909	62	971
Departure	890	61	951	1,512	103	1,615
Total	2,437	166	2,603	2,421	165	2,586
South Leg						
Approach	676	46	722	887	60	947
Departure	1,051	72	1,123	794	54	848
Total	1,727	118	1,845	1,681	115	1,796
East Leg						
Approach	521	36	557	549	37	586
Departure	391	27	418	561	38	599
Total	912	62	974	1,110	76	1,186
West Leg						
Approach	190	13	203	694	47	741
Departure	602	41	643	172	12	184
Total	792	54	846	866	59	925
Total Approaches						
Approach	2,934	200	3,134	3,039	207	3,246
Departure	2,934	200	3,134	3,039	207	3,246
Total	5,868	400	6,268	6,078	414	6,492

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Table B-4
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

		A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
		PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
1	I-15 Southbound Rmp/4th Street						
NBL		68		68	134		134
NBT		67		67	294		294
NBR		74	3	77	334		334
SBL		140	7	147	74		74
SBT		211		211	297		297
SBR		823		823	559		559
EBL		272		272	909		909
EBT		317	15	332	1,153		1,153
EBR		57		57	114		114
WBL		105		105	215		215
WBT		1,229	4	1,233	918		918
WBR		125		125	297		297
North Leg							
	Approach	1,174	7	1,181	929	0	929
	Departure	464	0	464	1,500	0	1,500
	Total	1,637	7	1,644	2,429	0	2,429
South Leg							
	Approach	209	3	212	762	0	762
	Departure	373	0	373	625	0	625
	Total	582	3	585	1,387	0	1,387
East Leg							
	Approach	1,459	4	1,463	1,429	0	1,429
	Departure	531	25	556	1,561	0	1,561
	Total	1,990	29	2,019	2,991	0	2,991
West Leg							
	Approach	645	15	660	2,176	0	2,176
	Departure	2,120	4	2,124	1,611	0	1,611
	Total	2,766	19	2,785	3,787	0	3,787
Total Approaches							
	Approach	3,487	29	3,516	5,297	0	5,297
	Departure	3,487	29	3,516	5,297	0	5,297
	Total	6,974	58	7,032	10,595	0	10,595

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Table B-4
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
2 I-15 Northbound Rmp/4th Street						
NBL	105		105	112	1	113
NBT	20		20	73		73
NBR	55		55	56		56
SBL	352		352	136		136
SBT	62		62	65		65
SBR	914		914	594	6	600
EBL	173		173	791	4	795
EBT	310		310	670	3	673
EBR	73		73	92		92
WBL	42		42	75		75
WBT	445		445	709	7	716
WBR	59		59	162		162
North Leg						
Approach	1,328	0	1,328	795	6	801
Departure	252	0	252	1,026	4	1,030
Total	1,581	0	1,581	1,821	10	1,831
South Leg						
Approach	180	0	180	241	1	242
Departure	177	0	177	232	0	232
Total	357	0	357	473	1	474
East Leg						
Approach	547	0	547	947	7	954
Departure	717	0	717	862	3	865
Total	1,264	0	1,264	1,809	10	1,819
West Leg						
Approach	556	0	556	1,553	7	1,560
Departure	1,464	0	1,464	1,416	14	1,430
Total	2,019	0	2,019	2,969	21	2,990
Total Approaches						
Approach	2,610	0	2,610	3,536	21	3,557
Departure	2,610	0	2,610	3,536	21	3,557
Total	5,220	0	5,220	7,072	42	7,114

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Table B-4
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
3 Wineville Avenue/4th Street						
NBL	32	1	33	100	-3	97
NBT	12		12	18		18
NBR	7		7	7		7
SBL	41		41	138		138
SBT	11		11	13		13
SBR	73	3	76	180	-6	174
EBL	214	12	226	48	-3	45
EBT	355	20	375	838	-47	791
EBR	111	6	117	31	-2	29
WBL	19		19	2		2
WBT	420	17	437	707	-24	683
WBR	122		122	86		86
North Leg						
Approach	125	3	128	331	-6	325
Departure	347	12	359	152	-3	149
Total	473	15	488	483	-9	474
South Leg						
Approach	51	1	52	125	-3	122
Departure	141	6	147	46	-2	44
Total	191	7	198	171	-5	166
East Leg						
Approach	560	17	577	795	-24	771
Departure	403	20	423	983	-47	936
Total	963	37	1,000	1,778	-71	1,707
West Leg						
Approach	679	38	717	917	-52	865
Departure	525	21	546	987	-33	954
Total	1,204	59	1,263	1,904	-85	1,819
Total Approaches						
Approach	1,416	59	1,475	2,168	-85	2,083
Departure	1,416	59	1,475	2,168	-85	2,083
Total	2,831	118	2,949	4,337	-170	4,167

Table B-4
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
9 Etiwanda Avenue/6th Street						
NBL	27		27	16		16
NBT	593	-126	467	1,380	-569	811
NBR	0		0	0		0
SBL	0		0	0		0
SBT	847	-108	739	867	-330	537
SBR	17	-2	15	41	-15	26
EBL	20	-4	16	24	-10	14
EBT	0		0	0		0
EBR	24		24	32		32
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	865	-110	755	907	-345	562
Departure	613	-130	483	1,405	-579	826
Total	1,478	-240	1,238	2,312	-924	1,388
South Leg						
Approach	620	-126	494	1,397	-569	828
Departure	872	-108	764	899	-330	569
Total	1,492	-234	1,258	2,296	-899	1,397
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	44	-4	40	57	-10	47
Departure	44	-2	42	57	-15	42
Total	88	-6	82	114	-25	89
Total Approaches						
Approach	1,529	-240	1,289	2,361	-924	1,437
Departure	1,529	-240	1,289	2,361	-924	1,437
Total	3,057	-480	2,577	4,722	-1,848	2,874

Table B-4
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
11 Etiwanda Avenue/Valley Boulevard						
NBL	191		191	95		95
NBT	567	107	674	854	-63	791
NBR	89		89	100		100
SBL	21	6	27	21	1	22
SBT	571	161	732	821	23	844
SBR	65	18	83	15		15
EBL	6	1	7	46	-3	43
EBT	33		33	67		67
EBR	51		51	273		273
WBL	122		122	158		158
WBT	34		34	73		73
WBR	34	6	40	48	-4	44
North Leg						
Approach	657	185	842	858	24	882
Departure	607	114	721	949	-70	879
Total	1,264	299	1,563	1,807	-46	1,761
South Leg						
Approach	847	107	954	1,049	-63	986
Departure	743	161	904	1,253	23	1,276
Total	1,591	268	1,859	2,302	-40	2,262
East Leg						
Approach	190	6	196	280	-4	276
Departure	143	6	149	189	1	190
Total	333	12	345	469	-3	466
West Leg						
Approach	90	1	91	386	-3	383
Departure	291	18	309	183	0	183
Total	381	19	400	570	-3	567
Total Approaches						
Approach	1,784	299	2,083	2,574	-46	2,528
Departure	1,784	299	2,083	2,574	-46	2,528
Total	3,569	598	4,167	5,147	-92	5,055

Table B-4
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
12 Etiwanda Avenue/I-10 Westbound Ramps						
NBL	0		0	0		0
NBT	658	-124	534	877	-204	673
NBR	176		176	449		449
SBL	0		0	0		0
SBT	601	71	672	934	86	1,020
SBR	207	25	232	234	22	256
EBL	0		0	0		0
EBT	0		0	0		0
EBR	0		0	0		0
WBL	508		508	226		226
WBT	0		0	0		0
WBR	518	-98	420	409	-95	314
North Leg						
Approach	809	96	905	1,167	108	1,275
Departure	1,176	-222	954	1,286	-299	987
Total	1,985	-126	1,859	2,454	-191	2,263
South Leg						
Approach	834	-124	710	1,326	-204	1,122
Departure	1,110	71	1,181	1,160	86	1,246
Total	1,944	-53	1,891	2,486	-118	2,368
East Leg						
Approach	1,026	-98	928	636	-95	541
Departure	176	0	176	449	0	449
Total	1,203	-98	1,105	1,084	-95	989
West Leg						
Approach	0	0	0	0	0	0
Departure	207	25	232	234	22	256
Total	207	25	232	234	22	256
Total Approaches						
Approach	2,669	-126	2,543	3,129	-191	2,938
Departure	2,669	-126	2,543	3,129	-191	2,938
Total	5,339	-252	5,087	6,257	-382	5,875

Table B-4
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
13 Etiwanda Avenue/I-10 Eastbound Ramps						
NBL	0		0	0		0
NBT	681	-105	576	1,119	-161	958
NBR	257		257	470		470
SBL	0		0	0		0
SBT	1,048	75	1,123	852	85	937
SBR	54	4	58	281	28	309
EBL	158	-24	134	191	-28	163
EBT	0		0	0		0
EBR	468		468	247		247
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	1,102	79	1,181	1,133	113	1,246
Departure	840	-129	711	1,311	-189	1,122
Total	1,942	-50	1,892	2,444	-76	2,368
South Leg						
Approach	939	-105	834	1,589	-161	1,428
Departure	1,516	75	1,591	1,099	85	1,184
Total	2,455	-30	2,425	2,689	-76	2,613
East Leg						
Approach	0	0	0	0	0	0
Departure	257	0	257	470	0	470
Total	257	0	257	470	0	470
West Leg						
Approach	626	-24	602	438	-28	410
Departure	54	4	58	281	28	309
Total	680	-20	660	719	0	719
Total Approaches						
Approach	2,667	-50	2,617	3,161	-76	3,085
Departure	2,667	-50	2,617	3,161	-76	3,085
Total	5,334	-100	5,234	6,321	-152	6,169

Table B-4
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
22 Etiwanda Avenue/Slover Avenue						
NBL	102		102	38		38
NBT	837	-165	672	1,040	-144	896
NBR	86		86	105		105
SBL	372	-29	343	277	45	322
SBT	1,273	-100	1,173	908	147	1,055
SBR	442	-35	407	88	14	102
EBL	128	-25	103	375	-52	323
EBT	119		119	421		421
EBR	76		76	92		92
WBL	136		136	84		84
WBT	236		236	152		152
WBR	438	-86	352	523	-72	451
North Leg						
Approach	2,087	-164	1,923	1,273	206	1,479
Departure	1,403	-276	1,127	1,938	-268	1,670
Total	3,490	-440	3,050	3,211	-62	3,149
South Leg						
Approach	1,025	-165	860	1,183	-144	1,039
Departure	1,485	-100	1,385	1,084	147	1,231
Total	2,510	-265	2,245	2,267	3	2,270
East Leg						
Approach	810	-86	724	759	-72	687
Departure	577	-29	548	803	45	848
Total	1,387	-115	1,272	1,562	-27	1,535
West Leg						
Approach	323	-25	298	888	-52	836
Departure	780	-35	745	278	14	292
Total	1,103	-60	1,043	1,166	-38	1,128
Total Approaches						
Approach	4,245	-440	3,805	4,103	-62	4,041
Departure	4,245	-440	3,805	4,103	-62	4,041
Total	8,490	-880	7,610	8,206	-124	8,082

Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
1 . I-15 Southbound Rmp/4th Street												
NBL	68	5.0%	65	3	5	70	134	0.8%	133	1	2	135
NBT	67	3.4%	65	2	3	68	294	0.8%	292	2	4	296
NBR	77	6.2%	72	5	10	82	334	0.0%	334	0	0	334
SBL	147	8.9%	134	13	38	172	74	18.5%	60	14	41	101
SBT	211	0.5%	210	1	2	212	297	0.0%	297	0	0	297
SBR	823	1.0%	815	8	22	837	559	1.8%	549	10	28	577
EBL	272	14.2%	233	39	95	328	909	1.9%	892	17	49	941
EBT	332	8.6%	303	29	62	365	1,153	2.9%	1,120	33	75	1,195
EBR	57	4.0%	55	2	3	58	114	0.0%	114	0	0	114
WBL	105	2.2%	103	2	4	107	215	0.0%	215	0	0	215
WBT	1,233	5.6%	1,163	70	169	1,332	918	4.2%	879	39	88	967
WBR	125	23.6%	95	30	74	169	297	2.7%	289	8	19	308
North Leg												
Approach	1,181		1,159	22	62	1,221	929		905	24	69	975
Departure	464		393	71	172	565	1,500		1,473	27	72	1,545
Total	1,644		1,551	93	234	1,786	2,429		2,378	51	141	2,520
South Leg												
Approach	212		202	10	18	220	762		759	3	6	765
Departure	373		368	5	9	377	625		625	0	0	626
Total	585		570	15	27	597	1,387		1,384	3	6	1,391
East Leg												
Approach	1,463		1,361	102	247	1,608	1,429		1,382	47	107	1,490
Departure	556		509	47	110	619	1,561		1,514	47	116	1,630
Total	2,019		1,870	149	357	2,227	2,991		2,897	94	223	3,120
West Leg												
Approach	660		590	70	160	751	2,176		2,126	50	124	2,250
Departure	2,124		2,043	81	196	2,239	1,611		1,561	50	118	1,679
Total	2,785		2,634	151	356	2,990	3,787		3,687	100	242	3,929
Total Approaches												
Approach	3,516		3,312	204	487	3,800	5,297		5,173	124	306	5,480
Departure	3,516		3,312	204	487	3,800	5,297		5,173	124	306	5,480
Total	7,032		6,624	408	974	7,600	10,595		10,347	248	612	10,960

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
2 . I-15 Northbound Rmp/4th Street												
NBL	105	5.4%	99	6	16	115	113	5.1%	107	6	13	120
NBT	20	5.6%	19	1	2	21	73	0.0%	73	0	0	73
NBR	55	8.3%	50	5	14	64	56	2.0%	55	1	2	57
SBL	352	11.6%	311	41	109	420	136	8.3%	125	11	29	154
SBT	62	7.3%	57	5	13	70	65	5.3%	62	3	6	68
SBR	914	4.6%	872	42	108	980	600	3.1%	582	18	50	632
EBL	173	3.3%	167	6	11	178	795	0.9%	788	7	19	807
EBT	310	12.8%	270	40	97	367	673	5.1%	639	34	80	719
EBR	73	1.6%	72	1	2	74	92	3.7%	89	3	5	94
WBL	42	5.4%	40	2	5	45	75	0.0%	75	0	0	75
WBT	445	11.5%	394	51	118	512	716	4.8%	682	34	71	753
WBR	59	21.2%	47	12	29	76	162	2.8%	157	5	13	170
North Leg												
Approach	1,328		1,240	88	230	1,470	801		769	32	85	854
Departure	252		233	19	42	275	1,030		1,018	12	32	1,050
Total	1,581		1,474	107	272	1,745	1,831		1,787	44	117	1,904
South Leg												
Approach	180		168	12	32	200	242		235	7	15	250
Departure	177		169	8	20	189	232		226	6	11	237
Total	357		337	20	52	389	474		461	13	26	487
East Leg												
Approach	547		482	65	152	633	954		915	39	84	998
Departure	717		631	86	220	851	865		819	46	111	930
Total	1,264		1,113	151	372	1,484	1,819		1,734	85	195	1,928
West Leg												
Approach	556		509	47	110	619	1,560		1,516	44	104	1,620
Departure	1,464		1,365	99	242	1,607	1,430		1,372	58	134	1,505
Total	2,019		1,873	146	352	2,226	2,990		2,888	102	238	3,125
Total Approaches												
Approach	2,610		2,398	212	524	2,922	3,557		3,435	122	288	3,722
Departure	2,610		2,398	212	524	2,922	3,557		3,435	122	288	3,722
Total	5,220		4,796	424	1048	5,844	7,114		6,870	244	576	7,444

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
3 . Wineville Avenue/4th Street												
NBL	33	12.0%	29	4	10	39	97	4.7%	92	5	11	103
NBT	12	12.0%	11	1	2	13	18	4.7%	17	1	2	19
NBR	7	12.0%	6	1	2	8	7	4.7%	7	0	0	7
SBL	41	12.0%	36	5	12	48	138	4.7%	131	7	16	147
SBT	11	12.0%	10	1	2	12	13	4.7%	12	1	2	14
SBR	76	12.0%	67	9	21	88	174	4.7%	166	8	18	184
EBL	226	12.0%	199	27	64	263	45	4.7%	43	2	5	48
EBT	375	12.0%	330	45	107	437	791	4.7%	754	37	85	839
EBR	117	12.0%	103	14	33	136	29	4.7%	28	1	2	30
WBL	19	12.0%	17	2	5	22	2	4.7%	2	0	0	2
WBT	437	12.0%	385	52	124	509	683	4.7%	651	32	73	724
WBR	122	12.0%	107	15	36	143	86	4.7%	82	4	9	91
North Leg												
Approach	128		113	15	35	148	325		309	16	36	345
Departure	359		316	43	102	419	149		142	7	16	158
Total	488		430	58	137	567	474		451	23	52	503
South Leg												
Approach	52		46	6	14	60	122		116	6	13	129
Departure	147		130	17	40	170	44		42	2	4	46
Total	198		175	23	54	230	166		158	8	17	175
East Leg												
Approach	577		508	69	165	674	771		735	36	82	817
Departure	423		372	51	121	493	936		892	44	101	993
Total	1,000		880	120	286	1,167	1,707		1,627	80	183	1,810
West Leg												
Approach	717		631	86	204	836	865		825	40	92	917
Departure	546		481	65	155	636	954		909	45	102	1,011
Total	1,263		1,112	151	359	1,472	1,819		1,734	85	194	1,928
Total Approaches												
Approach	1,475		1,299	176	418	1,718	2,083		1,985	98	223	2,208
Departure	1,475		1,299	176	418	1,718	2,083		1,985	98	223	2,208
Total	2,949		2,597	352	836	3,436	4,167		3,971	196	446	4,416

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
4 . Barrington Avenue/4th Street												
NBL	33	12.0%	29	4	10	39	97	4.7%	92	5	11	103
NBT	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
NBR	7	12.0%	6	1	2	8	7	4.7%	7	0	0	7
SBL	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
SBT	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
SBR	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
EBL	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
EBT	306	12.0%	269	37	88	357	907	4.7%	864	43	98	962
EBR	117	12.0%	103	14	33	136	29	4.7%	28	1	2	30
WBL	19	12.0%	17	2	5	22	2	4.7%	2	0	0	2
WBT	525	12.0%	462	63	150	612	671	4.7%	639	32	73	712
WBR	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
North Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
South Leg												
Approach	40		35	5	12	47	105		100	5	11	110
Departure	136		120	16	38	158	31		30	1	2	32
Total	176		155	21	50	205	136		130	6	13	142
East Leg												
Approach	544		479	65	155	634	674		642	32	73	714
Departure	313		275	38	90	365	915		872	43	98	969
Total	857		754	103	245	999	1,588		1,513	75	171	1,683
West Leg												
Approach	423		372	51	121	493	936		892	44	100	992
Departure	558		491	67	160	651	769		732	37	84	815
Total	981		863	118	281	1,144	1,705		1,624	81	184	1,807
Total Approaches												
Approach	1,007		886	121	288	1,174	1,715		1,634	81	184	1,816
Departure	1,007		886	121	288	1,174	1,715		1,634	81	184	1,816
Total	2,014		1,772	242	576	2,348	3,429		3,267	162	368	3,632

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
5 . Etiwanda Avenue/Foothill Boulevard												
NBL	131	16.0%	110	21	49	159	251	5.2%	238	13	32	270
NBT	224	4.0%	215	9	14	229	323	0.9%	320	3	5	325
NBR	73	1.4%	72	1	2	74	224	1.8%	220	4	10	230
SBL	66	0.0%	66	0	0	66	61	1.6%	60	1	2	62
SBT	370	1.9%	363	7	12	375	197	7.6%	182	15	29	211
SBR	269	0.4%	268	1	2	270	180	0.6%	179	1	2	181
EBL	77	1.3%	76	1	2	78	283	0.0%	283	0	0	283
EBT	445	6.5%	416	29	62	478	1,021	2.0%	1,001	20	33	1,034
EBR	167	19.8%	134	33	88	222	188	6.9%	175	13	33	208
WBL	320	1.9%	314	6	15	329	117	8.5%	107	10	21	128
WBT	1,316	3.1%	1,275	41	86	1,361	717	2.5%	699	18	42	741
WBR	85	0.0%	85	0	0	85	70	0.0%	70	0	0	70
North Leg												
Approach	705		697	8	14	711	438		421	17	33	454
Departure	386		376	10	16	392	676		673	3	5	678
Total	1,091		1,073	18	30	1,103	1,114		1,094	20	38	1,132
South Leg												
Approach	428		397	31	65	462	798		778	20	47	825
Departure	857		811	46	115	926	502		464	38	83	547
Total	1,285		1,208	77	180	1,388	1,300		1,242	58	130	1,372
East Leg												
Approach	1,721		1,674	47	101	1,775	904		876	28	63	939
Departure	584		554	30	64	618	1,306		1,281	25	45	1,326
Total	2,305		2,228	77	165	2,393	2,210		2,157	53	108	2,265
West Leg												
Approach	689		626	63	152	778	1,492		1,459	33	66	1,525
Departure	1,716		1,653	63	137	1,790	1,148		1,116	32	76	1,192
Total	2,405		2,279	126	289	2,568	2,640		2,575	65	142	2,717
Total Approaches												
Approach	3,543		3,394	149	332	3,726	3,632		3,534	98	209	3,743
Departure	3,543		3,394	149	332	3,726	3,632		3,534	98	209	3,743
Total	7,086		6,788	298	664	7,452	7,264		7,068	196	418	7,486

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
6 . Etiwanda Avenue/Arrow Route												
NBL	302	9.3%	274	28	74	348	124	11.3%	110	14	39	149
NBT	123	14.6%	105	18	39	144	450	2.7%	438	12	28	466
NBR	38	15.8%	32	6	16	48	112	2.7%	109	3	5	114
SBL	73	5.5%	69	4	7	76	147	2.0%	144	3	9	153
SBT	340	6.8%	317	23	56	373	204	16.2%	171	33	70	241
SBR	423	4.0%	406	17	48	454	104	1.9%	102	2	5	107
EBL	61	11.5%	54	7	16	70	350	0.3%	349	1	3	352
EBT	216	4.6%	206	10	18	224	628	0.5%	625	3	5	630
EBR	125	15.2%	106	19	51	157	350	11.4%	310	40	97	407
WBL	116	12.1%	102	14	32	134	51	5.9%	48	3	6	54
WBT	756	3.3%	731	25	53	784	400	2.0%	392	8	17	409
WBR	117	6.0%	110	7	16	126	168	3.6%	162	6	15	177
North Leg												
Approach	836		792	44	111	903	455		417	38	84	501
Departure	301		269	32	71	340	968		949	19	46	995
Total	1,137		1,061	76	182	1,243	1,423		1,366	57	130	1,496
South Leg												
Approach	463		411	52	129	540	686		657	29	72	729
Departure	581		525	56	139	664	605		529	76	173	702
Total	1,044		936	108	268	1,204	1,291		1,186	105	245	1,431
East Leg												
Approach	989		943	46	101	1,044	619		602	17	38	640
Departure	327		307	20	41	348	887		878	9	19	897
Total	1,316		1,250	66	142	1,392	1,506		1,480	26	57	1,537
West Leg												
Approach	402		366	36	85	451	1,328		1,284	44	105	1,389
Departure	1,481		1,411	70	175	1,586	628		604	24	61	665
Total	1,883		1,777	106	260	2,037	1,956		1,888	68	166	2,054
Total Approaches												
Approach	2,690		2,512	178	426	2,938	3,088		2,960	128	299	3,259
Departure	2,690		2,512	178	426	2,938	3,088		2,960	128	299	3,259
Total	5,380		5,024	356	852	5,876	6,176		5,920	256	598	6,518

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
7 . Etiwanda Avenue/Whittram Avenue												
NBL	1	0.0%	1	0	0	1	1	0.0%	1	0	0	1
NBT	292	19.5%	235	57	134	369	616	6.0%	579	37	85	664
NBR	133	18.8%	108	25	64	172	242	23.6%	185	57	117	302
SBL	58	5.2%	55	3	8	63	210	5.7%	198	12	26	224
SBT	530	13.2%	460	70	161	621	359	22.3%	279	80	185	464
SBR	2	0.0%	2	0	0	2	2	0.0%	2	0	0	2
EBL	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	2	0.0%	2	0	0	2
EBR	2	0.0%	2	0	0	2	1	0.0%	1	0	0	1
WBL	243	18.5%	198	45	113	311	178	15.7%	150	28	65	215
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	127	3.9%	122	5	11	133	66	1.5%	65	1	3	68
North Leg												
Approach	590		517	73	169	686	571		479	92	211	690
Departure	420		358	62	145	503	682		644	38	88	732
Total	1,010		875	135	314	1,189	1,253		1,123	130	299	1,422
South Leg												
Approach	426		344	82	198	542	859		765	94	202	967
Departure	775		660	115	274	934	538		430	108	250	680
Total	1,201		1,004	197	472	1,476	1,397		1,195	202	452	1,647
East Leg												
Approach	370		320	50	124	444	244		215	29	68	283
Departure	191		163	28	72	235	454		385	69	143	528
Total	561		483	78	196	679	698		600	98	211	811
West Leg												
Approach	3		3	0	0	3	3		3	0	0	3
Departure	3		3	0	0	3	3		3	0	0	3
Total	6		6	0	0	6	6		6	0	0	6
Total Approaches												
Approach	1,389		1,184	205	491	1,675	1,677		1,462	215	481	1,943
Departure	1,389		1,184	205	491	1,675	1,677		1,462	215	481	1,943
Total	2,778		2,368	410	982	3,350	3,354		2,924	430	962	3,886

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
8 . Etiwanda Avenue/Napa Street												
NBL	0	0.0%	0	0	0	0	1	0.0%	1	0	0	1
NBT	402	13.2%	349	53	133	482	803	7.8%	740	63	136	876
NBR	81	66.7%	27	54	129	156	22	81.8%	4	18	44	48
SBL	40	50.0%	20	20	39	59	65	92.3%	5	60	129	134
SBT	694	13.8%	598	96	232	830	487	12.1%	428	59	142	570
SBR	0	0.0%	0	0	0	0	2	0.0%	2	0	0	2
EBL	0	0.0%	0	0	0	0	2	0.0%	2	0	0	2
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	0	0.0%	0	0	0	0	1	0.0%	1	0	0	1
WBL	60	93.3%	4	56	135	139	74	54.1%	34	40	83	117
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	35	91.4%	3	32	71	74	67	50.7%	33	34	72	105
North Leg												
Approach	734		618	116	271	889	554		435	119	271	706
Departure	437		352	85	204	556	872		775	97	208	983
Total	1,171		970	201	475	1,445	1,426		1,210	216	479	1,689
South Leg												
Approach	483		376	107	262	638	826		745	81	180	925
Departure	754		602	152	367	969	562		463	99	225	688
Total	1,237		978	259	629	1,607	1,388		1,208	180	405	1,613
East Leg												
Approach	95		7	88	206	213	141		67	74	155	222
Departure	121		47	74	168	215	87		9	78	173	182
Total	216		54	162	374	428	228		76	152	328	404
West Leg												
Approach	0		0	0	0	0	3		3	0	0	3
Departure	0		0	0	0	0	3		3	0	0	3
Total	0		0	0	0	0	6		6	0	0	6
Total Approaches												
Approach	1,312		1,001	311	739	1,740	1,524		1,250	274	606	1,856
Departure	1,312		1,001	311	739	1,740	1,524		1,250	274	606	1,856
Total	2,624		2,002	622	1478	3,480	3,048		2,500	548	1212	3,712

Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
9 . Etiwanda Avenue/6th Street												
NBL	27	20.9%	21	6	14	35	16	13.0%	14	2	4	18
NBT	467	20.9%	369	98	227	596	811	13.0%	706	105	234	940
NBR	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
SBL	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
SBT	739	20.9%	584	155	359	943	537	13.0%	467	70	156	623
SBR	15	20.9%	12	3	7	19	26	13.0%	23	3	7	30
EBL	16	20.9%	13	3	7	20	14	13.0%	12	2	4	16
EBT	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
EBR	24	20.9%	19	5	12	31	32	13.0%	28	4	9	37
WBL	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
WBT	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
WBR	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
North Leg												
Approach	755		597	158	366	962	562		489	73	163	653
Departure	483		382	101	234	616	826		719	107	238	956
Total	1,238		979	259	600	1,578	1,388		1,208	180	401	1,609
South Leg												
Approach	494		390	104	241	631	828		721	107	238	958
Departure	764		604	160	371	974	569		495	74	165	660
Total	1,258		994	264	612	1,605	1,397		1,216	181	403	1,618
East Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
West Leg												
Approach	40		32	8	19	51	47		41	6	13	53
Departure	42		33	9	21	54	42		37	5	11	48
Total	82		65	17	40	105	89		78	11	24	101
Total Approaches												
Approach	1,289		1,019	270	626	1,644	1,437		1,251	186	414	1,664
Departure	1,289		1,019	270	626	1,644	1,437		1,251	186	414	1,664
Total	2,577		2,037	540	1252	3,288	2,874		2,502	372	828	3,328

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
10 . Etiwanda Avenue/4th St-San Bern. Avenue												
NBL	229	10.0%	206	23	59	265	239	8.8%	218	21	49	267
NBT	463	17.5%	382	81	214	596	589	11.4%	522	67	163	685
NBR	30	26.7%	22	8	24	46	51	21.6%	40	11	29	69
SBL	36	33.3%	24	12	33	57	59	39.0%	36	23	46	82
SBT	545	20.0%	436	109	275	711	450	14.0%	387	63	157	544
SBR	158	11.4%	140	18	45	185	212	4.7%	202	10	20	222
EBL	109	17.4%	90	19	46	136	191	3.7%	184	7	14	198
EBT	105	18.1%	86	19	51	137	488	4.9%	464	24	55	519
EBR	64	25.0%	48	16	42	90	257	16.3%	215	42	107	322
WBL	233	22.7%	180	53	149	329	175	14.9%	149	26	67	216
WBT	285	9.5%	258	27	68	326	290	7.2%	269	21	48	317
WBR	36	27.8%	26	10	23	49	70	1.4%	69	1	2	71
North Leg												
Approach	739		600	139	353	953	721		625	96	223	848
Departure	608		498	110	283	781	850		775	75	179	954
Total	1,347		1,098	249	636	1,734	1,571		1,400	171	402	1,802
South Leg												
Approach	722		610	112	297	907	879		780	99	241	1,021
Departure	842		664	178	466	1,130	882		751	131	331	1,082
Total	1,564		1,274	290	763	2,037	1,761		1,531	230	572	2,103
East Leg												
Approach	554		464	90	240	704	535		487	48	117	604
Departure	171		132	39	108	240	598		540	58	130	670
Total	725		596	129	348	944	1,133		1,027	106	247	1,274
West Leg												
Approach	278		224	54	139	363	936		863	73	176	1,039
Departure	672		604	68	172	776	741		689	52	117	806
Total	950		828	122	311	1,139	1,677		1,552	125	293	1,845
Total Approaches												
Approach	2,293		1,898	395	1029	2,927	3,071		2,755	316	757	3,512
Departure	2,293		1,898	395	1029	2,927	3,071		2,755	316	757	3,512
Total	4,586		3,796	790	2058	5,854	6,142		5,510	632	1514	7,024

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
11 . Etiwanda Avenue/Valley Boulevard												
NBL	191	19.4%	154	37	94	248	95	12.1%	84	11	28	112
NBT	674	19.4%	543	131	334	877	791	12.1%	696	95	242	938
NBR	89	19.4%	72	17	43	115	100	12.1%	88	12	31	119
SBL	27	19.4%	22	5	13	35	22	12.1%	19	3	8	27
SBT	732	19.4%	590	142	362	952	844	12.1%	742	102	260	1,002
SBR	83	19.4%	67	16	41	108	15	12.1%	13	2	5	18
EBL	7	19.4%	6	1	3	9	43	12.1%	38	5	13	51
EBT	33	19.4%	27	6	15	42	67	12.1%	59	8	20	79
EBR	51	19.4%	41	10	25	66	273	12.1%	240	33	84	324
WBL	122	19.4%	98	24	61	159	158	12.1%	139	19	48	187
WBT	34	19.4%	27	7	18	45	73	12.1%	64	9	23	87
WBR	40	19.4%	32	8	20	52	44	12.1%	39	5	13	52
North Leg												
Approach	842		679	163	416	1,095	882		775	107	273	1,047
Departure	721		581	140	357	938	879		774	105	268	1,041
Total	1,563		1,260	303	773	2,033	1,761		1,549	212	541	2,088
South Leg												
Approach	954		769	185	471	1,240	986		868	118	301	1,169
Departure	904		728	176	448	1,177	1,276		1,122	154	392	1,513
Total	1,859		1,498	361	919	2,417	2,262		1,990	272	693	2,682
East Leg												
Approach	196		157	39	99	256	276		243	33	84	326
Departure	149		121	28	71	192	190		167	23	59	225
Total	345		278	67	170	448	466		410	56	143	551
West Leg												
Approach	91		74	17	43	117	383		337	46	117	454
Departure	309		249	60	153	401	183		161	22	56	217
Total	400		323	77	196	518	567		499	68	173	671
Total Approaches												
Approach	2,083		1,679	404	1029	2,708	2,528		2,224	304	775	2,996
Departure	2,083		1,679	404	1029	2,708	2,528		2,224	304	775	2,996
Total	4,167		3,359	808	2058	5,416	5,055		4,447	608	1550	5,992

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
12 . Etiwanda Avenue/I-10 Westbound Ramps												
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	534	21.4%	420	114	275	695	673	10.0%	606	67	168	774
NBR	176	44.2%	98	78	210	308	449	11.7%	397	52	144	541
SBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	672	18.5%	548	124	303	851	1,020	13.0%	887	133	313	1,200
SBR	232	42.3%	134	98	252	386	256	18.3%	209	47	119	328
EBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	508	8.2%	466	42	112	578	226	17.9%	185	41	106	291
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	420	8.7%	384	36	90	474	314	10.7%	280	34	86	366
North Leg												
Approach	905		683	222	555	1,237	1,275		1,095	180	432	1,528
Departure	954		804	150	365	1,169	987		886	101	254	1,140
Total	1,859		1,487	372	920	2,406	2,263		1,982	281	686	2,668
South Leg												
Approach	710		518	192	485	1,003	1,122		1,003	119	312	1,315
Departure	1,181		1,015	166	415	1,429	1,246		1,072	174	419	1,491
Total	1,891		1,533	358	900	2,432	2,368		2,075	293	731	2,806
East Leg												
Approach	928		850	78	202	1,052	541		466	75	192	657
Departure	176		98	78	210	308	449		397	52	144	541
Total	1,105		949	156	412	1,360	989		862	127	336	1,198
West Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	232		134	98	252	386	256		209	47	119	328
Total	232		134	98	252	386	256		209	47	119	328
Total Approaches												
Approach	2,543		2,051	492	1242	3,292	2,938		2,564	374	936	3,500
Departure	2,543		2,051	492	1242	3,292	2,938		2,564	374	936	3,500
Total	5,087		4,103	984	2484	6,584	5,875		5,127	748	1872	7,000

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
13 . Etiwanda Avenue/I-10 Eastbound Ramps												
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	576	21.9%	450	126	317	767	958	9.4%	868	90	233	1,101
NBR	257	27.0%	188	69	171	359	470	13.4%	407	63	162	569
SBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	1,123	10.7%	1,003	120	295	1,298	937	14.4%	802	135	335	1,137
SBR	58	56.9%	25	33	84	109	309	10.6%	276	33	79	355
EBL	134	43.2%	76	58	150	226	163	17.9%	134	29	75	209
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	468	19.4%	377	91	248	625	247	24.2%	187	60	155	342
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg												
Approach	1,181		1,028	153	379	1,407	1,246		1,078	168	414	1,492
Departure	711		527	184	467	993	1,122		1,003	119	308	1,310
Total	1,892		1,555	337	846	2,400	2,368		2,081	287	722	2,802
South Leg												
Approach	834		639	195	488	1,126	1,428		1,275	153	395	1,670
Departure	1,591		1,380	211	543	1,923	1,184		989	195	490	1,479
Total	2,425		2,019	406	1031	3,049	2,613		2,265	348	885	3,149
East Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	257		188	69	171	359	470		407	63	162	569
Total	257		188	69	171	359	470		407	63	162	569
West Leg												
Approach	602		453	149	398	851	410		321	89	230	551
Departure	58		25	33	84	109	309		276	33	79	355
Total	660		478	182	482	960	719		597	122	309	906
Total Approaches												
Approach	2,617		2,120	497	1265	3,384	3,085		2,675	410	1039	3,713
Departure	2,617		2,120	497	1265	3,384	3,085		2,675	410	1039	3,713
Total	5,234		4,240	994	2530	6,768	6,169		5,349	820	2078	7,426

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
19 . Haven Avenue/4th Street												
NBL	182	5.4%	172	10	22	194	176	2.6%	171	5	8	179
NBT	1,820	5.4%	1,722	98	211	1,933	1,666	2.6%	1,622	44	72	1,694
NBR	458	5.4%	433	25	54	487	447	2.6%	435	12	20	455
SBL	90	5.4%	85	5	11	96	217	2.6%	211	6	10	221
SBT	1,248	5.4%	1,181	67	144	1,325	1,727	2.6%	1,681	46	75	1,756
SBR	48	5.4%	45	3	6	51	119	2.6%	116	3	5	121
EBL	77	5.4%	73	4	9	82	73	2.6%	71	2	3	74
EBT	286	5.4%	271	15	32	303	468	2.6%	456	12	20	476
EBR	126	5.4%	119	7	15	134	180	2.6%	175	5	8	183
WBL	214	5.4%	203	11	24	227	411	2.6%	400	11	18	418
WBT	378	5.4%	358	20	43	401	640	2.6%	623	17	28	651
WBR	127	5.4%	120	7	15	135	165	2.6%	161	4	7	168
North Leg												
Approach	1,385		1,310	75	161	1,472	2,063		2,008	55	90	2,098
Departure	2,025		1,916	109	235	2,150	1,903		1,853	50	82	1,936
Total	3,410		3,226	184	396	3,622	3,967		3,862	105	172	4,034
South Leg												
Approach	2,460		2,327	133	287	2,614	2,288		2,227	61	100	2,328
Departure	1,587		1,502	85	183	1,686	2,318		2,256	62	101	2,357
Total	4,047		3,829	218	470	4,300	4,606		4,483	123	201	4,685
East Leg												
Approach	719		681	38	82	763	1,216		1,184	32	53	1,237
Departure	834		789	45	97	886	1,132		1,102	30	50	1,152
Total	1,553		1,470	83	179	1,649	2,348		2,286	62	103	2,389
West Leg												
Approach	490		464	26	56	519	720		701	19	31	733
Departure	608		575	33	71	646	935		910	25	41	951
Total	1,098		1,039	59	127	1,165	1,656		1,612	44	72	1,684
Total Approaches												
Approach	5,054		4,782	272	586	5,368	6,288		6,121	167	274	6,396
Departure	5,054		4,782	272	586	5,368	6,288		6,121	167	274	6,396
Total	10,108		9,564	544	1172	10,736	12,576		12,242	334	548	12,792

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
20 . Milliken Avenue/4th Street												
NBL	265	5.4%	251	14	30	281	268	2.6%	261	7	11	272
NBT	764	5.4%	723	41	88	811	1,090	2.6%	1,061	29	48	1,109
NBR	106	5.4%	100	6	13	113	392	2.6%	382	10	16	398
SBL	197	5.4%	186	11	24	210	487	2.6%	474	13	21	495
SBT	869	5.4%	822	47	101	923	1,051	2.6%	1,023	28	46	1,069
SBR	128	5.4%	121	7	15	136	152	2.6%	148	4	7	155
EBL	149	5.4%	141	8	17	158	382	2.6%	372	10	16	388
EBT	250	5.4%	237	13	28	265	877	2.6%	854	23	38	892
EBR	92	5.4%	87	5	11	98	311	2.6%	303	8	13	316
WBL	325	5.4%	308	17	37	345	433	2.6%	422	11	18	440
WBT	822	5.4%	778	44	95	873	590	2.6%	574	16	26	600
WBR	334	5.4%	316	18	39	355	262	2.6%	255	7	11	266
North Leg												
Approach	1,194		1,129	65	140	1,269	1,691		1,646	45	74	1,719
Departure	1,246		1,179	67	144	1,324	1,734		1,688	46	75	1,763
Total	2,441		2,309	132	284	2,593	3,425		3,334	91	149	3,482
South Leg												
Approach	1,134		1,073	61	131	1,205	1,750		1,704	46	75	1,779
Departure	1,286		1,217	69	149	1,366	1,795		1,748	47	77	1,825
Total	2,420		2,290	130	280	2,571	3,545		3,452	93	152	3,604
East Leg												
Approach	1,481		1,402	79	171	1,573	1,285		1,251	34	55	1,306
Departure	552		522	30	65	588	1,757		1,711	46	75	1,785
Total	2,033		1,924	109	236	2,161	3,042		2,962	80	130	3,091
West Leg												
Approach	491		465	26	56	521	1,570		1,529	41	67	1,596
Departure	1,215		1,150	65	140	1,290	1,010		983	27	44	1,027
Total	1,706		1,615	91	196	1,811	2,580		2,512	68	111	2,623
Total Approaches												
Approach	4,300		4,069	231	498	4,568	6,296		6,130	166	271	6,400
Departure	4,300		4,069	231	498	4,568	6,296		6,130	166	271	6,400
Total	8,599		8,137	462	996	9,136	12,592		12,260	332	542	12,800

Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
21 . Etiwanda Avenue/Miller Street												
NBL	147	3.6%	142	5	11	153	150	0.0%	150	0	0	150
NBT	314	2.0%	308	6	17	325	329	0.6%	327	2	6	333
NBR	128	0.0%	128	0	0	128	125	0.0%	125	0	0	125
SBL	99	1.1%	98	1	2	100	31	0.0%	31	0	0	31
SBT	317	2.0%	311	6	17	328	191	2.2%	187	4	12	199
SBR	148	0.7%	147	1	3	150	145	0.0%	145	0	0	145
EBL	78	1.4%	77	1	3	80	185	0.0%	185	0	0	185
EBT	258	1.2%	255	3	7	262	537	0.2%	536	1	3	539
EBR	104	1.0%	103	1	2	105	156	0.7%	155	1	3	158
WBL	69	0.0%	69	0	0	69	60	0.0%	60	0	0	60
WBT	423	0.8%	420	3	6	426	282	0.0%	282	0	0	282
WBR	64	1.7%	63	1	2	65	25	0.0%	25	0	0	25
North Leg												
Approach	565		557	8	22	578	367		363	4	12	375
Departure	456		448	8	22	470	538		536	2	6	543
Total	1,021		1,005	16	44	1,048	906		900	6	18	918
South Leg												
Approach	590		579	11	28	606	603		601	2	6	608
Departure	490		483	7	19	502	407		402	5	15	417
Total	1,080		1,062	18	47	1,108	1,010		1,003	7	21	1,025
East Leg												
Approach	557		553	4	8	560	366		366	0	0	367
Departure	486		482	4	9	490	693		692	1	3	695
Total	1,043		1,035	8	17	1,050	1,060		1,059	1	3	1,062
West Leg												
Approach	440		435	5	12	447	878		876	2	6	882
Departure	719		710	9	20	729	577		577	0	0	577
Total	1,159		1,145	14	32	1,176	1,455		1,453	2	6	1,459
Total Approaches												
Approach	2,151		2,123	28	70	2,191	2,215		2,207	8	24	2,232
Departure	2,151		2,123	28	70	2,191	2,215		2,207	8	24	2,232
Total	4,302		4,246	56	140	4,382	4,431		4,415	16	48	4,464

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
22 . Etiwanda Avenue/Slover Avenue												
NBL	75	27.1%	55	20	47	102	22	38.1%	13	9	25	38
NBT	590	27.9%	426	164	411	837	850	13.7%	734	116	306	1,040
NBR	58	40.7%	35	23	51	86	75	25.7%	56	19	49	105
SBL	281	22.1%	219	62	153	372	177	39.8%	107	70	170	277
SBT	991	19.5%	798	193	475	1,273	734	15.6%	620	114	288	908
SBR	380	12.1%	334	46	108	442	60	33.9%	40	20	48	88
EBL	82	41.6%	48	34	80	128	331	9.4%	300	31	75	375
EBT	79	37.8%	49	30	70	119	347	14.8%	296	51	125	421
EBR	42	48.7%	22	20	54	76	63	23.7%	48	15	44	92
WBL	90	28.6%	64	26	72	136	51	39.6%	31	20	53	84
WBT	188	19.3%	152	36	84	236	101	30.5%	70	31	82	152
WBR	279	37.5%	174	105	264	438	434	13.5%	375	59	148	523
North Leg												
Approach	1,652		1,351	301	736	2,087	971		767	204	506	1,273
Departure	951		648	303	755	1,403	1,615		1,409	206	529	1,938
Total	2,603		1,999	604	1491	3,490	2,586		2,176	410	1035	3,211
South Leg												
Approach	722		515	207	509	1,025	947		803	144	380	1,183
Departure	1,123		884	239	601	1,485	848		699	149	385	1,084
Total	1,845		1,399	446	1110	2,510	1,796		1,503	293	765	2,267
East Leg												
Approach	557		390	167	420	810	586		476	110	283	759
Departure	418		303	115	274	577	599		459	140	344	803
Total	974		692	282	694	1,387	1,186		936	250	627	1,562
West Leg												
Approach	203		119	84	204	323	741		644	97	244	888
Departure	643		541	102	239	780	184		124	60	155	278
Total	846		660	186	443	1,103	925		768	157	399	1,166
Total Approaches												
Approach	3,134		2,375	759	1869	4,245	3,246		2,691	555	1413	4,103
Departure	3,134		2,375	759	1869	4,245	3,246		2,691	555	1413	4,103
Total	6,268		4,750	1,518	3738	8,490	6,492		5,382	1,110	2826	8,206

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
1 . I-15 Southbound Rmp/4th Street						
NBL	70	0	70	135	0	135
NBT	68	0	68	296	0	296
NBR	82	0	82	334	0	334
SBL	172	0	172	101	0	101
SBT	212	0	212	297	0	297
SBR	837	0	837	577	0	577
EBL	328	0	328	941	0	941
EBT	365	38	403	1,195	25	1,220
EBR	58	0	58	114	0	114
WBL	107	0	107	215	0	215
WBT	1,332	9	1,341	967	40	1,007
WBR	169	11	180	308	25	333
North Leg						
Approach	1,221	0	1,221	975	0	975
Departure	565	11	576	1,545	25	1,570
Total	1,786	11	1,797	2,520	25	2,545
South Leg						
Approach	220	0	220	765	0	765
Departure	377	0	377	626	0	626
Total	597	0	597	1,391	0	1,391
East Leg						
Approach	1,608	20	1,628	1,490	65	1,555
Departure	619	38	657	1,630	25	1,655
Total	2,227	58	2,285	3,120	90	3,210
West Leg						
Approach	751	38	789	2,250	25	2,275
Departure	2,239	9	2,248	1,679	40	1,719
Total	2,990	47	3,037	3,929	65	3,994
Total Approaches						
Approach	3,800	58	3,858	5,480	90	5,570
Departure	3,800	58	3,858	5,480	90	5,570
Total	7,600	116	7,716	10,960	180	11,140

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
2 . I-15 Northbound Rmp/4th Street						
NBL	115	0	115	120	0	120
NBT	21	0	21	73	0	73
NBR	64	0	64	57	0	57
SBL	420	24	444	154	19	173
SBT	70	0	70	68	0	68
SBR	980	0	980	632	0	632
EBL	178	0	178	807	0	807
EBT	367	38	405	719	25	744
EBR	74	0	74	94	0	94
WBL	45	0	45	75	0	75
WBT	512	19	531	753	65	818
WBR	76	0	76	170	0	170
North Leg						
Approach	1,470	24	1,494	854	19	873
Departure	275	0	275	1,050	0	1,050
Total	1,745	24	1,769	1,904	19	1,923
South Leg						
Approach	200	0	200	250	0	250
Departure	189	0	189	237	0	237
Total	389	0	389	487	0	487
East Leg						
Approach	633	19	652	998	65	1,063
Departure	851	62	913	930	44	974
Total	1,484	81	1,565	1,928	109	2,037
West Leg						
Approach	619	38	657	1,620	25	1,645
Departure	1,607	19	1,626	1,505	65	1,570
Total	2,226	57	2,283	3,125	90	3,215
Total Approaches						
Approach	2,922	81	3,003	3,722	109	3,831
Departure	2,922	81	3,003	3,722	109	3,831
Total	5,844	162	6,006	7,444	218	7,662

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
3 . Wineville Avenue/4th Street						
NBL	39	0	39	103	0	103
NBT	13	0	13	19	0	19
NBR	8	0	8	7	0	7
SBL	48	0	48	147	0	147
SBT	12	0	12	14	0	14
SBR	88	0	88	184	0	184
EBL	263	0	263	48	0	48
EBT	437	63	500	839	44	883
EBR	136	0	136	30	0	30
WBL	22	0	22	2	0	2
WBT	509	19	528	724	65	789
WBR	143	0	143	91	0	91
North Leg						
Approach	148	0	148	345	0	345
Departure	419	0	419	158	0	158
Total	567	0	567	503	0	503
South Leg						
Approach	60	0	60	129	0	129
Departure	170	0	170	46	0	46
Total	230	0	230	175	0	175
East Leg						
Approach	674	19	693	817	65	882
Departure	493	63	556	993	44	1,037
Total	1,167	82	1,249	1,810	109	1,919
West Leg						
Approach	836	63	899	917	44	961
Departure	636	19	655	1,011	65	1,076
Total	1,472	82	1,554	1,928	109	2,037
Total Approaches						
Approach	1,718	82	1,800	2,208	109	2,317
Departure	1,718	82	1,800	2,208	109	2,317
Total	3,436	164	3,600	4,416	218	4,634

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
4 . Barrington Avenue/4th Street						
NBL	39	0	39	103	0	103
NBT	0	0	0	0	0	0
NBR	8	0	8	7	0	7
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	357	63	420	962	44	1,006
EBR	136	0	136	30	0	30
WBL	22	0	22	2	0	2
WBT	612	19	631	712	65	777
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	47	0	47	110	0	110
Departure	158	0	158	32	0	32
Total	205	0	205	142	0	142
East Leg						
Approach	634	19	653	714	65	779
Departure	365	63	428	969	44	1,013
Total	999	82	1,081	1,683	109	1,792
West Leg						
Approach	493	63	556	992	44	1,036
Departure	651	19	670	815	65	880
Total	1,144	82	1,226	1,807	109	1,916
Total Approaches						
Approach	1,174	82	1,256	1,816	109	1,925
Departure	1,174	82	1,256	1,816	109	1,925
Total	2,348	164	2,512	3,632	218	3,850

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
5 . Etiwanda Avenue/Foothill Boulevard						
NBL	159	9	168	270	32	302
NBT	229	9	238	325	40	365
NBR	74	2	76	230	11	241
SBL	66	0	66	62	0	62
SBT	375	38	413	211	25	236
SBR	270	0	270	181	0	181
EBL	78	0	78	283	0	283
EBT	478	0	478	1,034	0	1,034
EBR	222	31	253	208	21	229
WBL	329	10	339	128	7	135
WBT	1,361	0	1,361	741	0	741
WBR	85	0	85	70	0	70
North Leg						
Approach	711	38	749	454	25	479
Departure	392	9	401	678	40	718
Total	1,103	47	1,150	1,132	65	1,197
South Leg						
Approach	462	20	482	825	83	908
Departure	926	79	1,005	547	53	600
Total	1,388	99	1,487	1,372	136	1,508
East Leg						
Approach	1,775	10	1,785	939	7	946
Departure	618	2	620	1,326	11	1,337
Total	2,393	12	2,405	2,265	18	2,283
West Leg						
Approach	778	31	809	1,525	21	1,546
Departure	1,790	9	1,799	1,192	32	1,224
Total	2,568	40	2,608	2,717	53	2,770
Total Approaches						
Approach	3,726	99	3,825	3,743	136	3,879
Departure	3,726	99	3,825	3,743	136	3,879
Total	7,452	198	7,650	7,486	272	7,758

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
6 . Etiwanda Avenue/Arrow Route						
NBL	348	6	354	149	29	178
NBT	144	21	165	466	86	552
NBR	48	2	50	114	11	125
SBL	76	0	76	153	0	153
SBT	373	83	456	241	56	297
SBR	454	0	454	107	0	107
EBL	70	0	70	352	0	352
EBT	224	0	224	630	0	630
EBR	157	28	185	407	18	425
WBL	134	10	144	54	7	61
WBT	784	0	784	409	0	409
WBR	126	0	126	177	0	177
North Leg						
Approach	903	83	986	501	56	557
Departure	340	21	361	995	86	1,081
Total	1,243	104	1,347	1,496	142	1,638
South Leg						
Approach	540	29	569	729	126	855
Departure	664	121	785	702	81	783
Total	1,204	150	1,354	1,431	207	1,638
East Leg						
Approach	1,044	10	1,054	640	7	647
Departure	348	2	350	897	11	908
Total	1,392	12	1,404	1,537	18	1,555
West Leg						
Approach	451	28	479	1,389	18	1,407
Departure	1,586	6	1,592	665	29	694
Total	2,037	34	2,071	2,054	47	2,101
Total Approaches						
Approach	2,938	150	3,088	3,259	207	3,466
Departure	2,938	150	3,088	3,259	207	3,466
Total	5,876	300	6,176	6,518	414	6,932

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
7 . Etiwanda Avenue/Whittram Avenue						
NBL	1	0	1	1	0	1
NBT	369	30	399	664	126	790
NBR	172	6	178	302	29	331
SBL	63	0	63	224	0	224
SBT	621	121	742	464	81	545
SBR	2	0	2	2	0	2
EBL	1	0	1	0	0	0
EBT	0	0	0	2	0	2
EBR	2	0	2	1	0	1
WBL	311	28	339	215	18	233
WBT	0	0	0	0	0	0
WBR	133	0	133	68	0	68
North Leg						
Approach	686	121	807	690	81	771
Departure	503	30	533	732	126	858
Total	1,189	151	1,340	1,422	207	1,629
South Leg						
Approach	542	36	578	967	155	1,122
Departure	934	149	1,083	680	99	779
Total	1,476	185	1,661	1,647	254	1,901
East Leg						
Approach	444	28	472	283	18	301
Departure	235	6	241	528	29	557
Total	679	34	713	811	47	858
West Leg						
Approach	3	0	3	3	0	3
Departure	3	0	3	3	0	3
Total	6	0	6	6	0	6
Total Approaches						
Approach	1,675	185	1,860	1,943	254	2,197
Departure	1,675	185	1,860	1,943	254	2,197
Total	3,350	370	3,720	3,886	508	4,394

Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
8 . Etiwanda Avenue/Napa Street						
NBL	0	0	0	1	0	1
NBT	482	0	482	876	0	876
NBR	156	212	368	48	143	191
SBL	59	149	208	134	100	234
SBT	830	0	830	570	0	570
SBR	0	0	0	2	0	2
EBL	0	0	0	2	0	2
EBT	0	0	0	0	0	0
EBR	0	0	0	1	0	1
WBL	139	55	194	117	219	336
WBT	0	0	0	0	0	0
WBR	74	36	110	105	155	260
North Leg						
Approach	889	149	1,038	706	100	806
Departure	556	36	592	983	155	1,138
Total	1,445	185	1,630	1,689	255	1,944
South Leg						
Approach	638	212	850	925	143	1,068
Departure	969	55	1,024	688	219	907
Total	1,607	267	1,874	1,613	362	1,975
East Leg						
Approach	213	91	304	222	374	596
Departure	215	361	576	182	243	425
Total	428	452	880	404	617	1,021
West Leg						
Approach	0	0	0	3	0	3
Departure	0	0	0	3	0	3
Total	0	0	0	6	0	6
Total Approaches						
Approach	1,740	452	2,192	1,856	617	2,473
Departure	1,740	452	2,192	1,856	617	2,473
Total	3,480	904	4,384	3,712	1,234	4,946

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
9 . Etiwanda Avenue/6th Street						
NBL	35	0	35	18	0	18
NBT	596	201	797	940	137	1,077
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	943	53	996	623	209	832
SBR	19	2	21	30	11	41
EBL	20	10	30	16	7	23
EBT	0	0	0	0	0	0
EBR	31	0	31	37	0	37
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	962	55	1,017	653	220	873
Departure	616	211	827	956	144	1,100
Total	1,578	266	1,844	1,609	364	1,973
South Leg						
Approach	631	201	832	958	137	1,095
Departure	974	53	1,027	660	209	869
Total	1,605	254	1,859	1,618	346	1,964
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	51	10	61	53	7	60
Departure	54	2	56	48	11	59
Total	105	12	117	101	18	119
Total Approaches						
Approach	1,644	266	1,910	1,664	364	2,028
Departure	1,644	266	1,910	1,664	364	2,028
Total	3,288	532	3,820	3,328	728	4,056

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
10 . Etiwanda Avenue/4th St-San Bern. Avenue						
NBL	265	0	265	267	0	267
NBT	596	118	714	685	79	764
NBR	46	0	46	69	0	69
SBL	57	5	62	82	22	104
SBT	711	29	740	544	122	666
SBR	185	19	204	222	65	287
EBL	136	63	199	198	44	242
EBT	137	0	137	519	0	519
EBR	90	0	90	322	0	322
WBL	329	0	329	216	0	216
WBT	326	0	326	317	0	317
WBR	49	21	70	71	14	85
North Leg						
Approach	953	53	1,006	848	209	1,057
Departure	781	202	983	954	137	1,091
Total	1,734	255	1,989	1,802	346	2,148
South Leg						
Approach	907	118	1,025	1,021	79	1,100
Departure	1,130	29	1,159	1,082	122	1,204
Total	2,037	147	2,184	2,103	201	2,304
East Leg						
Approach	704	21	725	604	14	618
Departure	240	5	245	670	22	692
Total	944	26	970	1,274	36	1,310
West Leg						
Approach	363	63	426	1,039	44	1,083
Departure	776	19	795	806	65	871
Total	1,139	82	1,221	1,845	109	1,954
Total Approaches						
Approach	2,927	255	3,182	3,512	346	3,858
Departure	2,927	255	3,182	3,512	346	3,858
Total	5,854	510	6,364	7,024	692	7,716

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
11 . Etiwanda Avenue/Valley Boulevard						
NBL	248	0	248	112	0	112
NBT	877	111	988	938	74	1,012
NBR	115	0	115	119	0	119
SBL	35	0	35	27	0	27
SBT	952	27	979	1,002	115	1,117
SBR	108	2	110	18	7	25
EBL	9	7	16	51	5	56
EBT	42	0	42	79	0	79
EBR	66	0	66	324	0	324
WBL	159	0	159	187	0	187
WBT	45	0	45	87	0	87
WBR	52	0	52	52	0	52
North Leg						
Approach	1,095	29	1,124	1,047	122	1,169
Departure	938	118	1,056	1,041	79	1,120
Total	2,033	147	2,180	2,088	201	2,289
South Leg						
Approach	1,240	111	1,351	1,169	74	1,243
Departure	1,177	27	1,204	1,513	115	1,628
Total	2,417	138	2,555	2,682	189	2,871
East Leg						
Approach	256	0	256	326	0	326
Departure	192	0	192	225	0	225
Total	448	0	448	551	0	551
West Leg						
Approach	117	7	124	454	5	459
Departure	401	2	403	217	7	224
Total	518	9	527	671	12	683
Total Approaches						
Approach	2,708	147	2,855	2,996	201	3,197
Departure	2,708	147	2,855	2,996	201	3,197
Total	5,416	294	5,710	5,992	402	6,394

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
12 . Etiwanda Avenue/I-10 Westbound Ramps						
NBL	0	0	0	0	0	0
NBT	695	89	784	774	60	834
NBR	308	0	308	541	0	541
SBL	0	0	0	0	0	0
SBT	851	13	864	1,200	59	1,259
SBR	386	14	400	328	56	384
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	578	0	578	291	0	291
WBT	0	0	0	0	0	0
WBR	474	22	496	366	15	381
North Leg						
Approach	1,237	27	1,264	1,528	115	1,643
Departure	1,169	111	1,280	1,140	75	1,215
Total	2,406	138	2,544	2,668	190	2,858
South Leg						
Approach	1,003	89	1,092	1,315	60	1,375
Departure	1,429	13	1,442	1,491	59	1,550
Total	2,432	102	2,534	2,806	119	2,925
East Leg						
Approach	1,052	22	1,074	657	15	672
Departure	308	0	308	541	0	541
Total	1,360	22	1,382	1,198	15	1,213
West Leg						
Approach	0	0	0	0	0	0
Departure	386	14	400	328	56	384
Total	386	14	400	328	56	384
Total Approaches						
Approach	3,292	138	3,430	3,500	190	3,690
Departure	3,292	138	3,430	3,500	190	3,690
Total	6,584	276	6,860	7,000	380	7,380

Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
13 . Etiwanda Avenue/I-10 Eastbound Ramps						
NBL	0	0	0	0	0	0
NBT	767	35	802	1,101	23	1,124
NBR	359	0	359	569	0	569
SBL	0	0	0	0	0	0
SBT	1,298	8	1,306	1,137	36	1,173
SBR	109	6	115	355	23	378
EBL	226	54	280	209	37	246
EBT	0	0	0	0	0	0
EBR	625	0	625	342	0	342
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	1,407	14	1,421	1,492	59	1,551
Departure	993	89	1,082	1,310	60	1,370
Total	2,400	103	2,503	2,802	119	2,921
South Leg						
Approach	1,126	35	1,161	1,670	23	1,693
Departure	1,923	8	1,931	1,479	36	1,515
Total	3,049	43	3,092	3,149	59	3,208
East Leg						
Approach	0	0	0	0	0	0
Departure	359	0	359	569	0	569
Total	359	0	359	569	0	569
West Leg						
Approach	851	54	905	551	37	588
Departure	109	6	115	355	23	378
Total	960	60	1,020	906	60	966
Total Approaches						
Approach	3,384	103	3,487	3,713	119	3,832
Departure	3,384	103	3,487	3,713	119	3,832
Total	6,768	206	6,974	7,426	238	7,664

Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
14 . Driveway 1/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	23	23	0	108	108
EBL	0	104	104	0	69	69
EBT	215	257	472	182	174	356
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	213	68	281	222	266	488
WBR	0	0	0	0	0	0
North Leg						
Approach	0	23	23	0	108	108
Departure	0	104	104	0	69	69
Total	0	127	127	0	177	177
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	213	68	281	222	266	488
Departure	215	257	472	182	174	356
Total	428	325	753	404	440	844
West Leg						
Approach	215	361	576	182	243	425
Departure	213	91	304	222	374	596
Total	428	452	880	404	617	1,021
Total Approaches						
Approach	428	452	880	404	617	1,021
Departure	428	452	880	404	617	1,021
Total	856	904	1,760	808	1,234	2,042

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
15 . Driveway 2/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	23	23	0	108	108
EBL	0	104	104	0	69	69
EBT	215	152	367	182	105	287
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	213	44	257	222	157	379
WBR	0	0	0	0	0	0
North Leg						
Approach	0	23	23	0	108	108
Departure	0	104	104	0	69	69
Total	0	127	127	0	177	177
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	213	44	257	222	157	379
Departure	215	152	367	182	105	287
Total	428	196	624	404	262	666
West Leg						
Approach	215	256	471	182	174	356
Departure	213	67	280	222	265	487
Total	428	323	751	404	439	843
Total Approaches						
Approach	428	323	751	404	439	843
Departure	428	323	751	404	439	843
Total	856	646	1,502	808	878	1,686

Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
16 . Driveway 3/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	20	20	0	90	90
EBL	0	87	87	0	58	58
EBT	215	65	280	182	48	230
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	213	25	238	222	67	289
WBR	0	0	0	0	0	0
North Leg						
Approach	0	20	20	0	90	90
Departure	0	87	87	0	58	58
Total	0	107	107	0	148	148
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	213	25	238	222	67	289
Departure	215	65	280	182	48	230
Total	428	90	518	404	115	519
West Leg						
Approach	215	152	367	182	106	288
Departure	213	45	258	222	157	379
Total	428	197	625	404	263	667
Total Approaches						
Approach	428	197	625	404	263	667
Departure	428	197	625	404	263	667
Total	856	394	1,250	808	526	1,334

Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
17 . Driveway 4/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	8	8	0	36	36
EBL	0	35	35	0	23	23
EBT	215	30	245	182	25	207
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	213	17	230	222	31	253
WBR	0	0	0	0	0	0
North Leg						
Approach	0	8	8	0	36	36
Departure	0	35	35	0	23	23
Total	0	43	43	0	59	59
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	213	17	230	222	31	253
Departure	215	30	245	182	25	207
Total	428	47	475	404	56	460
West Leg						
Approach	215	65	280	182	48	230
Departure	213	25	238	222	67	289
Total	428	90	518	404	115	519
Total Approaches						
Approach	428	90	518	404	115	519
Departure	428	90	518	404	115	519
Total	856	180	1,036	808	230	1,038

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
18 . Driveway 5/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	17	17	0	31	31
EBL	0	30	30	0	25	25
EBT	215	0	215	182	0	182
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	213	0	213	222	0	222
WBR	0	0	0	0	0	0
North Leg						
Approach	0	17	17	0	31	31
Departure	0	30	30	0	25	25
Total	0	47	47	0	56	56
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	213	0	213	222	0	222
Departure	215	0	215	182	0	182
Total	428	0	428	404	0	404
West Leg						
Approach	215	30	245	182	25	207
Departure	213	17	230	222	31	253
Total	428	47	475	404	56	460
Total Approaches						
Approach	428	47	475	404	56	460
Departure	428	47	475	404	56	460
Total	856	94	950	808	112	920

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
19 . Haven Avenue/4th Street						
NBL	194	0	194	179	0	179
NBT	1,933	0	1,933	1,694	0	1,694
NBR	487	3	490	455	2	457
SBL	96	3	99	221	2	223
SBT	1,325	0	1,325	1,756	0	1,756
SBR	51	0	51	121	0	121
EBL	82	0	82	74	0	74
EBT	303	24	327	476	16	492
EBR	134	0	134	183	0	183
WBL	227	1	228	418	4	422
WBT	401	5	406	651	25	676
WBR	135	1	136	168	4	172
North Leg						
Approach	1,472	3	1,475	2,098	2	2,100
Departure	2,150	1	2,151	1,936	4	1,940
Total	3,622	4	3,626	4,034	6	4,040
South Leg						
Approach	2,614	3	2,617	2,328	2	2,330
Departure	1,686	1	1,687	2,357	4	2,361
Total	4,300	4	4,304	4,685	6	4,691
East Leg						
Approach	763	7	770	1,237	33	1,270
Departure	886	30	916	1,152	20	1,172
Total	1,649	37	1,686	2,389	53	2,442
West Leg						
Approach	519	24	543	733	16	749
Departure	646	5	651	951	25	976
Total	1,165	29	1,194	1,684	41	1,725
Total Approaches						
Approach	5,368	37	5,405	6,396	53	6,449
Departure	5,368	37	5,405	6,396	53	6,449
Total	10,736	74	10,810	12,792	106	12,898

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
20 . Milliken Avenue/4th Street						
NBL	281	0	281	272	0	272
NBT	811	0	811	1,109	0	1,109
NBR	113	3	116	398	2	400
SBL	210	3	213	495	2	497
SBT	923	0	923	1,069	0	1,069
SBR	136	0	136	155	0	155
EBL	158	0	158	388	0	388
EBT	265	31	296	892	21	913
EBR	98	0	98	316	0	316
WBL	345	1	346	440	4	444
WBT	873	7	880	600	32	632
WBR	355	1	356	266	4	270
North Leg						
Approach	1,269	3	1,272	1,719	2	1,721
Departure	1,324	1	1,325	1,763	4	1,767
Total	2,593	4	2,597	3,482	6	3,488
South Leg						
Approach	1,205	3	1,208	1,779	2	1,781
Departure	1,366	1	1,367	1,825	4	1,829
Total	2,571	4	2,575	3,604	6	3,610
East Leg						
Approach	1,573	9	1,582	1,306	40	1,346
Departure	588	37	625	1,785	25	1,810
Total	2,161	46	2,207	3,091	65	3,156
West Leg						
Approach	521	31	552	1,596	21	1,617
Departure	1,290	7	1,297	1,027	32	1,059
Total	1,811	38	1,849	2,623	53	2,676
Total Approaches						
Approach	4,568	46	4,614	6,400	65	6,465
Departure	4,568	46	4,614	6,400	65	6,465
Total	9,136	92	9,228	12,800	130	12,930

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
21 . Etiwanda Avenue/Miller Street						
NBL	153	2	155	150	7	157
NBT	325	5	330	333	25	358
NBR	128	2	130	125	7	132
SBL	100	0	100	31	0	31
SBT	328	24	352	199	16	215
SBR	150	0	150	145	0	145
EBL	80	0	80	185	0	185
EBT	262	0	262	539	0	539
EBR	105	7	112	158	5	163
WBL	69	7	76	60	5	65
WBT	426	0	426	282	0	282
WBR	65	0	65	25	0	25
North Leg						
Approach	578	24	602	375	16	391
Departure	470	5	475	543	25	568
Total	1,048	29	1,077	918	41	959
South Leg						
Approach	606	9	615	608	39	647
Departure	502	38	540	417	26	443
Total	1,108	47	1,155	1,025	65	1,090
East Leg						
Approach	560	7	567	367	5	372
Departure	490	2	492	695	7	702
Total	1,050	9	1,059	1,062	12	1,074
West Leg						
Approach	447	7	454	882	5	887
Departure	729	2	731	577	7	584
Total	1,176	9	1,185	1,459	12	1,471
Total Approaches						
Approach	2,191	47	2,238	2,232	65	2,297
Departure	2,191	47	2,238	2,232	65	2,297
Total	4,382	94	4,476	4,464	130	4,594

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
22 . Etiwanda Avenue/Slover Avenue						
NBL	102	0	102	38	0	38
NBT	672	24	696	896	16	912
NBR	86	0	86	105	0	105
SBL	343	2	345	322	7	329
SBT	1,173	5	1,178	1,055	25	1,080
SBR	407	1	408	102	4	106
EBL	103	3	106	323	2	325
EBT	119	0	119	421	0	421
EBR	76	0	76	92	0	92
WBL	136	0	136	84	0	84
WBT	236	0	236	152	0	152
WBR	352	7	359	451	5	456
North Leg						
Approach	1,923	8	1,931	1,479	36	1,515
Departure	1,127	34	1,161	1,670	23	1,693
Total	3,050	42	3,092	3,149	59	3,208
South Leg						
Approach	860	24	884	1,039	16	1,055
Departure	1,385	5	1,390	1,231	25	1,256
Total	2,245	29	2,274	2,270	41	2,311
East Leg						
Approach	724	7	731	687	5	692
Departure	548	2	550	848	7	855
Total	1,272	9	1,281	1,535	12	1,547
West Leg						
Approach	298	3	301	836	2	838
Departure	745	1	746	292	4	296
Total	1,043	4	1,047	1,128	6	1,134
Total Approaches						
Approach	3,805	42	3,847	4,041	59	4,100
Departure	3,805	42	3,847	4,041	59	4,100
Total	7,610	84	7,694	8,082	118	8,200

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
1 . I-15 Southbound Rmp/4th Street														
NBL	70	3	73	23	96	0	96	135	5	140	18	158	0	158
NBT	68	3	71	0	71	0	71	296	12	308	0	308	0	308
NBR	82	3	85	8	93	0	93	334	13	347	6	353	0	353
SBL	172	7	179	61	240	0	240	101	4	105	30	135	0	135
SBT	212	8	220	0	220	0	220	297	12	309	0	309	0	309
SBR	837	33	870	3	873	0	873	577	23	600	1	601	0	601
EBL	328	13	341	252	593	0	593	941	38	979	177	1,156	0	1,156
EBT	365	15	380	56	436	38	474	1,195	48	1,243	53	1,296	25	1,321
EBR	58	2	60	23	83	0	83	114	5	119	19	138	0	138
WBL	107	4	111	8	119	0	119	215	9	224	6	230	0	230
WBT	1,332	53	1,385	132	1,517	9	1,526	967	39	1,006	317	1,323	40	1,363
WBR	169	7	176	58	234	11	245	308	12	320	199	519	25	544
North Leg														
Approach	1,221	48	1,269	64	1,333	0	1,333	975	39	1,014	31	1,045	0	1,045
Departure	565	23	588	310	898	11	909	1,545	62	1,607	376	1,983	25	2,008
Total	1,786	71	1,857	374	2,231	11	2,242	2,520	101	2,621	407	3,028	25	3,053
South Leg														
Approach	220	9	229	31	260	0	260	765	30	795	24	819	0	819
Departure	377	14	391	31	422	0	422	626	26	652	25	677	0	677
Total	597	23	620	62	682	0	682	1,391	56	1,447	49	1,496	0	1,496
East Leg														
Approach	1,608	64	1,672	198	1,870	20	1,890	1,490	60	1,550	522	2,072	65	2,137
Departure	619	25	644	125	769	38	807	1,630	65	1,695	89	1,784	25	1,809
Total	2,227	89	2,316	323	2,639	58	2,697	3,120	125	3,245	611	3,856	90	3,946
West Leg														
Approach	751	30	781	331	1,112	38	1,150	2,250	91	2,341	249	2,590	25	2,615
Departure	2,239	89	2,328	158	2,486	9	2,495	1,679	67	1,746	336	2,082	40	2,122
Total	2,990	119	3,109	489	3,598	47	3,645	3,929	158	4,087	585	4,672	65	4,737
Total Approaches														
Approach	3,800	151	3,951	624	4,575	58	4,633	5,480	220	5,700	826	6,526	90	6,616
Departure	3,800	151	3,951	624	4,575	58	4,633	5,480	220	5,700	826	6,526	90	6,616
Total	7,600	302	7,902	1,248	9,150	116	9,266	10,960	440	11,400	1,652	13,052	180	13,232

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
2 . I-15 Northbound Rmp/4th Street														
NBL	115	5	120	1	121	0	121	120	5	125	1	126	0	126
NBT	21	1	22	0	22	0	22	73	3	76	0	76	0	76
NBR	64	3	67	0	67	0	67	57	2	59	0	59	0	59
SBL	420	17	437	153	590	24	614	154	6	160	73	233	19	252
SBT	70	3	73	0	73	0	73	68	3	71	0	71	0	71
SBR	980	39	1,019	98	1,117	0	1,117	632	25	657	260	917	0	917
EBL	178	7	185	4	189	0	189	807	32	839	6	845	0	845
EBT	367	15	382	120	502	38	540	719	29	748	83	831	25	856
EBR	74	3	77	1	78	0	78	94	4	98	0	98	0	98
WBL	45	2	47	0	47	0	47	75	3	78	0	78	0	78
WBT	512	20	532	103	635	19	654	753	30	783	266	1,049	65	1,114
WBR	76	3	79	18	97	0	97	170	7	177	70	247	0	247
North Leg														
Approach	1,470	59	1,529	251	1,780	24	1,804	854	34	888	333	1,221	19	1,240
Departure	275	11	286	22	308	0	308	1,050	42	1,092	76	1,168	0	1,168
Total	1,745	70	1,815	273	2,088	24	2,112	1,904	76	1,980	409	2,389	19	2,408
South Leg														
Approach	200	9	209	1	210	0	210	250	10	260	1	261	0	261
Departure	189	8	197	1	198	0	198	237	10	247	0	247	0	247
Total	389	17	406	2	408	0	408	487	20	507	1	508	0	508
East Leg														
Approach	633	25	658	121	779	19	798	998	40	1,038	336	1,374	65	1,439
Departure	851	35	886	273	1,159	62	1,221	930	37	967	156	1,123	44	1,167
Total	1,484	60	1,544	394	1,938	81	2,019	1,928	77	2,005	492	2,497	109	2,606
West Leg														
Approach	619	25	644	125	769	38	807	1,620	65	1,685	89	1,774	25	1,799
Departure	1,607	64	1,671	202	1,873	19	1,892	1,505	60	1,565	527	2,092	65	2,157
Total	2,226	89	2,315	327	2,642	57	2,699	3,125	125	3,250	616	3,866	90	3,956
Total Approaches														
Approach	2,922	118	3,040	498	3,538	81	3,619	3,722	149	3,871	759	4,630	109	4,739
Departure	2,922	118	3,040	498	3,538	81	3,619	3,722	149	3,871	759	4,630	109	4,739
Total	5,844	236	6,080	996	7,076	162	7,238	7,444	298	7,742	1,518	9,260	218	9,478

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
3 . Wineville Avenue/4th Street														
NBL	39	2	41	1	42	0	42	103	4	107	1	108	0	108
NBT	13	1	14	0	14	0	14	19	1	20	0	20	0	20
NBR	8	0	8	0	8	0	8	7	0	7	0	7	0	7
SBL	48	2	50	0	50	0	50	147	6	153	0	153	0	153
SBT	12	0	12	0	12	0	12	14	1	15	0	15	0	15
SBR	88	4	92	1	93	0	93	184	7	191	1	192	0	192
EBL	263	11	274	1	275	0	275	48	2	50	1	51	0	51
EBT	437	17	454	272	726	63	789	839	34	873	153	1,026	44	1,070
EBR	136	5	141	1	142	0	142	30	1	31	0	31	0	31
WBL	22	1	23	0	23	0	23	2	0	2	0	2	0	2
WBT	509	20	529	121	650	19	669	724	29	753	335	1,088	65	1,153
WBR	143	6	149	0	149	0	149	91	4	95	0	95	0	95
North Leg														
Approach	148	6	154	1	155	0	155	345	14	359	1	360	0	360
Departure	419	18	437	1	438	0	438	158	7	165	1	166	0	166
Total	567	24	591	2	593	0	593	503	21	524	2	526	0	526
South Leg														
Approach	60	3	63	1	64	0	64	129	5	134	1	135	0	135
Departure	170	6	176	1	177	0	177	46	2	48	0	48	0	48
Total	230	9	239	2	241	0	241	175	7	182	1	183	0	183
East Leg														
Approach	674	27	701	121	822	19	841	817	33	850	335	1,185	65	1,250
Departure	493	19	512	272	784	63	847	993	40	1,033	153	1,186	44	1,230
Total	1,167	46	1,213	393	1,606	82	1,688	1,810	73	1,883	488	2,371	109	2,480
West Leg														
Approach	836	33	869	274	1,143	63	1,206	917	37	954	154	1,108	44	1,152
Departure	636	26	662	123	785	19	804	1,011	40	1,051	337	1,388	65	1,453
Total	1,472	59	1,531	397	1,928	82	2,010	1,928	77	2,005	491	2,496	109	2,605
Total Approaches														
Approach	1,718	69	1,787	397	2,184	82	2,266	2,208	89	2,297	491	2,788	109	2,897
Departure	1,718	69	1,787	397	2,184	82	2,266	2,208	89	2,297	491	2,788	109	2,897
Total	3,436	138	3,574	794	4,368	164	4,532	4,416	178	4,594	982	5,576	218	5,794

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
4 . Barrington Avenue/4th Street														
NBL	39	2	41	0	41	0	41	103	4	107	0	107	0	107
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	8	0	8	0	8	0	8	7	0	7	0	7	0	7
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	357	14	371	88	459	63	522	962	38	1,000	90	1,090	44	1,134
EBR	136	5	141	0	141	0	141	30	1	31	0	31	0	31
WBL	22	1	23	0	23	0	23	2	0	2	0	2	0	2
WBT	612	24	636	88	724	19	743	712	28	740	127	867	65	932
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	47	2	49	0	49	0	49	110	4	114	0	114	0	114
Departure	158	6	164	0	164	0	164	32	1	33	0	33	0	33
Total	205	8	213	0	213	0	213	142	5	147	0	147	0	147
East Leg														
Approach	634	25	659	88	747	19	766	714	28	742	127	869	65	934
Departure	365	14	379	88	467	63	530	969	38	1,007	90	1,097	44	1,141
Total	999	39	1,038	176	1,214	82	1,296	1,683	66	1,749	217	1,966	109	2,075
West Leg														
Approach	493	19	512	88	600	63	663	992	39	1,031	90	1,121	44	1,165
Departure	651	26	677	88	765	19	784	815	32	847	127	974	65	1,039
Total	1,144	45	1,189	176	1,365	82	1,447	1,807	71	1,878	217	2,095	109	2,204
Total Approaches														
Approach	1,174	46	1,220	176	1,396	82	1,478	1,816	71	1,887	217	2,104	109	2,213
Departure	1,174	46	1,220	176	1,396	82	1,478	1,816	71	1,887	217	2,104	109	2,213
Total	2,348	92	2,440	352	2,792	164	2,956	3,632	142	3,774	434	4,208	218	4,426

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
5 . Etiwanda Avenue/Foothill Boulevard														
NBL	159	6	165	32	197	9	206	270	11	281	74	355	32	387
NBT	229	9	238	30	268	9	277	325	13	338	50	388	40	428
NBR	74	3	77	18	95	2	97	230	9	239	28	267	11	278
SBL	66	3	69	10	79	0	79	62	2	64	11	75	0	75
SBT	375	15	390	45	435	38	473	211	8	219	40	259	25	284
SBR	270	11	281	6	287	0	287	181	7	188	7	195	0	195
EBL	78	3	81	6	87	0	87	283	11	294	8	302	0	302
EBT	478	19	497	115	612	0	612	1,034	41	1,075	117	1,192	0	1,192
EBR	222	9	231	88	319	31	350	208	8	216	38	254	21	275
WBL	329	13	342	32	374	10	384	128	5	133	22	155	7	162
WBT	1,361	54	1,415	136	1,551	0	1,551	741	30	771	124	895	0	895
WBR	85	3	88	12	100	0	100	70	3	73	10	83	0	83
North Leg														
Approach	711	29	740	61	801	38	839	454	17	471	58	529	25	554
Departure	392	15	407	48	455	9	464	678	27	705	68	773	40	813
Total	1,103	44	1,147	109	1,256	47	1,303	1,132	44	1,176	126	1,302	65	1,367
South Leg														
Approach	462	18	480	80	560	20	580	825	33	858	152	1,010	83	1,093
Departure	926	37	963	165	1,128	79	1,207	547	21	568	100	668	53	721
Total	1,388	55	1,443	245	1,688	99	1,787	1,372	54	1,426	252	1,678	136	1,814
East Leg														
Approach	1,775	70	1,845	180	2,025	10	2,035	939	38	977	156	1,133	7	1,140
Departure	618	25	643	143	786	2	788	1,326	52	1,378	156	1,534	11	1,545
Total	2,393	95	2,488	323	2,811	12	2,823	2,265	90	2,355	312	2,667	18	2,685
West Leg														
Approach	778	31	809	209	1,018	31	1,049	1,525	60	1,585	163	1,748	21	1,769
Departure	1,790	71	1,861	174	2,035	9	2,044	1,192	48	1,240	205	1,445	32	1,477
Total	2,568	102	2,670	383	3,053	40	3,093	2,717	108	2,825	368	3,193	53	3,246
Total Approaches														
Approach	3,726	148	3,874	530	4,404	99	4,503	3,743	148	3,891	529	4,420	136	4,556
Departure	3,726	148	3,874	530	4,404	99	4,503	3,743	148	3,891	529	4,420	136	4,556
Total	7,452	296	7,748	1,060	8,808	198	9,006	7,486	296	7,782	1,058	8,840	272	9,112

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
6 . Etiwanda Avenue/Arrow Route														
NBL	348	14	362	0	362	6	368	149	6	155	0	155	29	184
NBT	144	6	150	62	212	21	233	466	19	485	121	606	86	692
NBR	48	2	50	4	54	2	56	114	5	119	2	121	11	132
SBL	76	3	79	14	93	0	93	153	6	159	7	166	0	166
SBT	373	15	388	143	531	83	614	241	10	251	91	342	56	398
SBR	454	18	472	8	480	0	480	107	4	111	3	114	0	114
EBL	70	3	73	2	75	0	75	352	14	366	7	373	0	373
EBT	224	9	233	14	247	0	247	630	25	655	15	670	0	670
EBR	157	6	163	5	168	28	196	407	16	423	2	425	18	443
WBL	134	5	139	3	142	10	152	54	2	56	5	61	7	68
WBT	784	31	815	12	827	0	827	409	16	425	16	441	0	441
WBR	126	5	131	18	149	0	149	177	7	184	27	211	0	211
North Leg														
Approach	903	36	939	165	1,104	83	1,187	501	20	521	101	622	56	678
Departure	340	14	354	82	436	21	457	995	40	1,035	155	1,190	86	1,276
Total	1,243	50	1,293	247	1,540	104	1,644	1,496	60	1,556	256	1,812	142	1,954
South Leg														
Approach	540	22	562	66	628	29	657	729	30	759	123	882	126	1,008
Departure	664	26	690	151	841	121	962	702	28	730	98	828	81	909
Total	1,204	48	1,252	217	1,469	150	1,619	1,431	58	1,489	221	1,710	207	1,917
East Leg														
Approach	1,044	41	1,085	33	1,118	10	1,128	640	25	665	48	713	7	720
Departure	348	14	362	32	394	2	396	897	36	933	24	957	11	968
Total	1,392	55	1,447	65	1,512	12	1,524	1,537	61	1,598	72	1,670	18	1,688
West Leg														
Approach	451	18	469	21	490	28	518	1,389	55	1,444	24	1,468	18	1,486
Departure	1,586	63	1,649	20	1,669	6	1,675	665	26	691	19	710	29	739
Total	2,037	81	2,118	41	2,159	34	2,193	2,054	81	2,135	43	2,178	47	2,225
Total Approaches														
Approach	2,938	117	3,055	285	3,340	150	3,490	3,259	130	3,389	296	3,685	207	3,892
Departure	2,938	117	3,055	285	3,340	150	3,490	3,259	130	3,389	296	3,685	207	3,892
Total	5,876	234	6,110	570	6,680	300	6,980	6,518	260	6,778	592	7,370	414	7,784

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
7 . Etiwanda Avenue/Whittram Avenue														
NBL	1	0	1	0	1	0	1	1	0	1	0	1	0	1
NBT	369	15	384	66	450	30	480	664	27	691	124	815	126	941
NBR	172	7	179	1	180	6	186	302	12	314	2	316	29	345
SBL	63	3	66	0	66	0	66	224	9	233	0	233	0	233
SBT	621	25	646	152	798	121	919	464	19	483	97	580	81	661
SBR	2	0	2	0	2	0	2	2	0	2	0	2	0	2
EBL	1	0	1	0	1	0	1	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	2	0	2	0	2	0	2
EBR	2	0	2	0	2	0	2	1	0	1	0	1	0	1
WBL	311	12	323	2	325	28	353	215	9	224	1	225	18	243
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	133	5	138	0	138	0	138	68	3	71	0	71	0	71
North Leg														
Approach	686	28	714	152	866	121	987	690	28	718	97	815	81	896
Departure	503	20	523	66	589	30	619	732	30	762	124	886	126	1,012
Total	1,189	48	1,237	218	1,455	151	1,606	1,422	58	1,480	221	1,701	207	1,908
South Leg														
Approach	542	22	564	67	631	36	667	967	39	1,006	126	1,132	155	1,287
Departure	934	37	971	154	1,125	149	1,274	680	28	708	98	806	99	905
Total	1,476	59	1,535	221	1,756	185	1,941	1,647	67	1,714	224	1,938	254	2,192
East Leg														
Approach	444	17	461	2	463	28	491	283	12	295	1	296	18	314
Departure	235	10	245	1	246	6	252	528	21	549	2	551	29	580
Total	679	27	706	3	709	34	743	811	33	844	3	847	47	894
West Leg														
Approach	3	0	3	0	3	0	3	3	0	3	0	3	0	3
Departure	3	0	3	0	3	0	3	3	0	3	0	3	0	3
Total	6	0	6	0	6	0	6	6	0	6	0	6	0	6
Total Approaches														
Approach	1,675	67	1,742	221	1,963	185	2,148	1,943	79	2,022	224	2,246	254	2,500
Departure	1,675	67	1,742	221	1,963	185	2,148	1,943	79	2,022	224	2,246	254	2,500
Total	3,350	134	3,484	442	3,926	370	4,296	3,886	158	4,044	448	4,492	508	5,000

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
8 . Etiwanda Avenue/Napa Street														
NBL	0	0	0	57	57	0	57	1	0	1	26	27	0	27
NBT	482	19	501	105	606	0	606	876	35	911	92	1,003	0	1,003
NBR	156	6	162	0	162	212	374	48	2	50	0	50	143	193
SBL	59	2	61	0	61	149	210	134	5	139	0	139	100	239
SBT	830	33	863	87	950	0	950	570	23	593	148	741	0	741
SBR	0	0	0	49	49	0	49	2	0	2	23	25	0	25
EBL	0	0	0	16	16	0	16	2	0	2	57	59	0	59
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	18	18	0	18	1	0	1	67	68	0	68
WBL	139	6	145	0	145	55	200	117	5	122	0	122	219	341
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	74	3	77	0	77	36	113	105	4	109	0	109	155	264
North Leg														
Approach	889	35	924	136	1,060	149	1,209	706	28	734	171	905	100	1,005
Departure	556	22	578	121	699	36	735	983	39	1,022	149	1,171	155	1,326
Total	1,445	57	1,502	257	1,759	185	1,944	1,689	67	1,756	320	2,076	255	2,331
South Leg														
Approach	638	25	663	162	825	212	1,037	925	37	962	118	1,080	143	1,223
Departure	969	39	1,008	105	1,113	55	1,168	688	28	716	215	931	219	1,150
Total	1,607	64	1,671	267	1,938	267	2,205	1,613	65	1,678	333	2,011	362	2,373
East Leg														
Approach	213	9	222	0	222	91	313	222	9	231	0	231	374	605
Departure	215	8	223	0	223	361	584	182	7	189	0	189	243	432
Total	428	17	445	0	445	452	897	404	16	420	0	420	617	1,037
West Leg														
Approach	0	0	0	34	34	0	34	3	0	3	124	127	0	127
Departure	0	0	0	106	106	0	106	3	0	3	49	52	0	52
Total	0	0	0	140	140	0	140	6	0	6	173	179	0	179
Total Approaches														
Approach	1,740	69	1,809	332	2,141	452	2,593	1,856	74	1,930	413	2,343	617	2,960
Departure	1,740	69	1,809	332	2,141	452	2,593	1,856	74	1,930	413	2,343	617	2,960
Total	3,480	138	3,618	664	4,282	904	5,186	3,712	148	3,860	826	4,686	1,234	5,920

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
9 . Etiwanda Avenue/6th Street														
NBL	35	1	36	1	37	0	37	18	1	19	0	19	0	19
NBT	596	24	620	160	780	201	981	940	38	978	115	1,093	137	1,230
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	943	38	981	104	1,085	53	1,138	623	25	648	215	863	209	1,072
SBR	19	1	20	1	21	2	23	30	1	31	0	31	11	42
EBL	20	1	21	2	23	10	33	16	1	17	3	20	7	27
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	31	1	32	5	37	0	37	37	1	38	6	44	0	44
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	962	39	1,001	105	1,106	55	1,161	653	26	679	215	894	220	1,114
Departure	616	25	641	162	803	211	1,014	956	39	995	118	1,113	144	1,257
Total	1,578	64	1,642	267	1,909	266	2,175	1,609	65	1,674	333	2,007	364	2,371
South Leg														
Approach	631	25	656	161	817	201	1,018	958	39	997	115	1,112	137	1,249
Departure	974	39	1,013	109	1,122	53	1,175	660	26	686	221	907	209	1,116
Total	1,605	64	1,669	270	1,939	254	2,193	1,618	65	1,683	336	2,019	346	2,365
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	51	2	53	7	60	10	70	53	2	55	9	64	7	71
Departure	54	2	56	2	58	2	60	48	2	50	0	50	11	61
Total	105	4	109	9	118	12	130	101	4	105	9	114	18	132
Total Approaches														
Approach	1,644	66	1,710	273	1,983	266	2,249	1,664	67	1,731	339	2,070	364	2,434
Departure	1,644	66	1,710	273	1,983	266	2,249	1,664	67	1,731	339	2,070	364	2,434
Total	3,288	132	3,420	546	3,966	532	4,498	3,328	134	3,462	678	4,140	728	4,868

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
10 . Etiwanda Avenue/4th St-San Bern. Avenue														
NBL	265	11	276	15	291	0	291	267	11	278	12	290	0	290
NBT	596	24	620	94	714	118	832	685	27	712	66	778	79	857
NBR	46	2	48	0	48	0	48	69	3	72	0	72	0	72
SBL	57	2	59	2	61	5	66	82	3	85	7	92	22	114
SBT	711	28	739	56	795	29	824	544	22	566	116	682	122	804
SBR	185	7	192	49	241	19	260	222	9	231	94	325	65	390
EBL	136	5	141	61	202	63	265	198	8	206	46	252	44	296
EBT	137	5	142	26	168	0	168	519	21	540	32	572	0	572
EBR	90	4	94	11	105	0	105	322	13	335	17	352	0	352
WBL	329	13	342	0	342	0	342	216	9	225	0	225	0	225
WBT	326	13	339	25	364	0	364	317	13	330	29	359	0	359
WBR	49	2	51	7	58	21	79	71	3	74	3	77	14	91
North Leg														
Approach	953	37	990	107	1,097	53	1,150	848	34	882	217	1,099	209	1,308
Departure	781	31	812	162	974	202	1,176	954	38	992	115	1,107	137	1,244
Total	1,734	68	1,802	269	2,071	255	2,326	1,802	72	1,874	332	2,206	346	2,552
South Leg														
Approach	907	37	944	109	1,053	118	1,171	1,021	41	1,062	78	1,140	79	1,219
Departure	1,130	45	1,175	67	1,242	29	1,271	1,082	44	1,126	133	1,259	122	1,381
Total	2,037	82	2,119	176	2,295	147	2,442	2,103	85	2,188	211	2,399	201	2,600
East Leg														
Approach	704	28	732	32	764	21	785	604	25	629	32	661	14	675
Departure	240	9	249	28	277	5	282	670	27	697	39	736	22	758
Total	944	37	981	60	1,041	26	1,067	1,274	52	1,326	71	1,397	36	1,433
West Leg														
Approach	363	14	377	98	475	63	538	1,039	42	1,081	95	1,176	44	1,220
Departure	776	31	807	89	896	19	915	806	33	839	135	974	65	1,039
Total	1,139	45	1,184	187	1,371	82	1,453	1,845	75	1,920	230	2,150	109	2,259
Total Approaches														
Approach	2,927	116	3,043	346	3,389	255	3,644	3,512	142	3,654	422	4,076	346	4,422
Departure	2,927	116	3,043	346	3,389	255	3,644	3,512	142	3,654	422	4,076	346	4,422
Total	5,854	232	6,086	692	6,778	510	7,288	7,024	284	7,308	844	8,152	692	8,844

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
11 . Etiwanda Avenue/Valley Boulevard														
NBL	248	10	258	1	259	0	259	112	4	116	1	117	0	117
NBT	877	35	912	98	1,010	111	1,121	938	38	976	77	1,053	74	1,127
NBR	115	5	120	0	120	0	120	119	5	124	0	124	0	124
SBL	35	1	36	1	37	0	37	27	1	28	1	29	0	29
SBT	952	38	990	64	1,054	27	1,081	1,002	40	1,042	131	1,173	115	1,288
SBR	108	4	112	1	113	2	115	18	1	19	1	20	7	27
EBL	9	0	9	0	9	7	16	51	2	53	1	54	5	59
EBT	42	2	44	0	44	0	44	79	3	82	0	82	0	82
EBR	66	3	69	0	69	0	69	324	13	337	1	338	0	338
WBL	159	6	165	0	165	0	165	187	7	194	0	194	0	194
WBT	45	2	47	0	47	0	47	87	3	90	0	90	0	90
WBR	52	2	54	1	55	0	55	52	2	54	1	55	0	55
North Leg														
Approach	1,095	43	1,138	66	1,204	29	1,233	1,047	42	1,089	133	1,222	122	1,344
Departure	938	37	975	99	1,074	118	1,192	1,041	42	1,083	79	1,162	79	1,241
Total	2,033	80	2,113	165	2,278	147	2,425	2,088	84	2,172	212	2,384	201	2,585
South Leg														
Approach	1,240	50	1,290	99	1,389	111	1,500	1,169	47	1,216	78	1,294	74	1,368
Departure	1,177	47	1,224	64	1,288	27	1,315	1,513	60	1,573	132	1,705	115	1,820
Total	2,417	97	2,514	163	2,677	138	2,815	2,682	107	2,789	210	2,999	189	3,188
East Leg														
Approach	256	10	266	1	267	0	267	326	12	338	1	339	0	339
Departure	192	8	200	1	201	0	201	225	9	234	1	235	0	235
Total	448	18	466	2	468	0	468	551	21	572	2	574	0	574
West Leg														
Approach	117	5	122	0	122	7	129	454	18	472	2	474	5	479
Departure	401	16	417	2	419	2	421	217	8	225	2	227	7	234
Total	518	21	539	2	541	9	550	671	26	697	4	701	12	713
Total Approaches														
Approach	2,708	108	2,816	166	2,982	147	3,129	2,996	119	3,115	214	3,329	201	3,530
Departure	2,708	108	2,816	166	2,982	147	3,129	2,996	119	3,115	214	3,329	201	3,530
Total	5,416	216	5,632	332	5,964	294	6,258	5,992	238	6,230	428	6,658	402	7,060

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
12 . Etiwanda Avenue/I-10 Westbound Ramps														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	695	28	723	81	804	89	893	774	31	805	66	871	60	931
NBR	308	12	320	31	351	0	351	541	22	563	57	620	0	620
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	851	34	885	34	919	13	932	1,200	48	1,248	66	1,314	59	1,373
SBR	386	15	401	30	431	14	445	328	13	341	66	407	56	463
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	578	23	601	41	642	0	642	291	12	303	26	329	0	329
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	474	19	493	27	520	22	542	366	15	381	12	393	15	408
North Leg														
Approach	1,237	49	1,286	64	1,350	27	1,377	1,528	61	1,589	132	1,721	115	1,836
Departure	1,169	47	1,216	108	1,324	111	1,435	1,140	46	1,186	78	1,264	75	1,339
Total	2,406	96	2,502	172	2,674	138	2,812	2,668	107	2,775	210	2,985	190	3,175
South Leg														
Approach	1,003	40	1,043	112	1,155	89	1,244	1,315	53	1,368	123	1,491	60	1,551
Departure	1,429	57	1,486	75	1,561	13	1,574	1,491	60	1,551	92	1,643	59	1,702
Total	2,432	97	2,529	187	2,716	102	2,818	2,806	113	2,919	215	3,134	119	3,253
East Leg														
Approach	1,052	42	1,094	68	1,162	22	1,184	657	27	684	38	722	15	737
Departure	308	12	320	31	351	0	351	541	22	563	57	620	0	620
Total	1,360	54	1,414	99	1,513	22	1,535	1,198	49	1,247	95	1,342	15	1,357
West Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	386	15	401	30	431	14	445	328	13	341	66	407	56	463
Total	386	15	401	30	431	14	445	328	13	341	66	407	56	463
Total Approaches														
Approach	3,292	131	3,423	244	3,667	138	3,805	3,500	141	3,641	293	3,934	190	4,124
Departure	3,292	131	3,423	244	3,667	138	3,805	3,500	141	3,641	293	3,934	190	4,124
Total	6,584	262	6,846	488	7,334	276	7,610	7,000	282	7,282	586	7,868	380	8,248

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
13 . Etiwanda Avenue/I-10 Eastbound Ramps														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	767	31	798	58	856	35	891	1,101	44	1,145	86	1,231	23	1,254
NBR	359	14	373	18	391	0	391	569	23	592	36	628	0	628
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	1,298	52	1,350	69	1,419	8	1,427	1,137	45	1,182	57	1,239	36	1,275
SBR	109	4	113	9	122	6	128	355	14	369	33	402	23	425
EBL	226	9	235	53	288	54	342	209	8	217	37	254	37	291
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	625	25	650	75	725	0	725	342	14	356	48	404	0	404
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	1,407	56	1,463	78	1,541	14	1,555	1,492	59	1,551	90	1,641	59	1,700
Departure	993	40	1,033	111	1,144	89	1,233	1,310	52	1,362	123	1,485	60	1,545
Total	2,400	96	2,496	189	2,685	103	2,788	2,802	111	2,913	213	3,126	119	3,245
South Leg														
Approach	1,126	45	1,171	76	1,247	35	1,282	1,670	67	1,737	122	1,859	23	1,882
Departure	1,923	77	2,000	144	2,144	8	2,152	1,479	59	1,538	105	1,643	36	1,679
Total	3,049	122	3,171	220	3,391	43	3,434	3,149	126	3,275	227	3,502	59	3,561
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	359	14	373	18	391	0	391	569	23	592	36	628	0	628
Total	359	14	373	18	391	0	391	569	23	592	36	628	0	628
West Leg														
Approach	851	34	885	128	1,013	54	1,067	551	22	573	85	658	37	695
Departure	109	4	113	9	122	6	128	355	14	369	33	402	23	425
Total	960	38	998	137	1,135	60	1,195	906	36	942	118	1,060	60	1,120
Total Approaches														
Approach	3,384	135	3,519	282	3,801	103	3,904	3,713	148	3,861	297	4,158	119	4,277
Departure	3,384	135	3,519	282	3,801	103	3,904	3,713	148	3,861	297	4,158	119	4,277
Total	6,768	270	7,038	564	7,602	206	7,808	7,426	296	7,722	594	8,316	238	8,554

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
14 . Driveway 1/Napa Street														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	23	23	0	0	0	0	0	108	108
EBL	0	0	0	0	0	104	104	0	0	0	0	0	69	69
EBT	215	9	224	0	224	257	481	182	7	189	0	189	174	363
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	213	9	222	0	222	68	290	222	9	231	0	231	266	497
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	23	23	0	0	0	0	0	108	108
Departure	0	0	0	0	0	104	104	0	0	0	0	0	69	69
Total	0	0	0	0	0	127	127	0	0	0	0	0	177	177
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	213	9	222	0	222	68	290	222	9	231	0	231	266	497
Departure	215	9	224	0	224	257	481	182	7	189	0	189	174	363
Total	428	18	446	0	446	325	771	404	16	420	0	420	440	860
West Leg														
Approach	215	9	224	0	224	361	585	182	7	189	0	189	243	432
Departure	213	9	222	0	222	91	313	222	9	231	0	231	374	605
Total	428	18	446	0	446	452	898	404	16	420	0	420	617	1,037
Total Approaches														
Approach	428	18	446	0	446	452	898	404	16	420	0	420	617	1,037
Departure	428	18	446	0	446	452	898	404	16	420	0	420	617	1,037
Total	856	36	892	0	892	904	1,796	808	32	840	0	840	1,234	2,074

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
15 . Driveway 2/Napa Street														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	23	23	0	0	0	0	0	108	108
EBL	0	0	0	0	0	104	104	0	0	0	0	0	69	69
EBT	215	9	224	0	224	152	376	182	7	189	0	189	105	294
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	213	9	222	0	222	44	266	222	9	231	0	231	157	388
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	23	23	0	0	0	0	0	108	108
Departure	0	0	0	0	0	104	104	0	0	0	0	0	69	69
Total	0	0	0	0	0	127	127	0	0	0	0	0	177	177
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	213	9	222	0	222	44	266	222	9	231	0	231	157	388
Departure	215	9	224	0	224	152	376	182	7	189	0	189	105	294
Total	428	18	446	0	446	196	642	404	16	420	0	420	262	682
West Leg														
Approach	215	9	224	0	224	256	480	182	7	189	0	189	174	363
Departure	213	9	222	0	222	67	289	222	9	231	0	231	265	496
Total	428	18	446	0	446	323	769	404	16	420	0	420	439	859
Total Approaches														
Approach	428	18	446	0	446	323	769	404	16	420	0	420	439	859
Departure	428	18	446	0	446	323	769	404	16	420	0	420	439	859
Total	856	36	892	0	892	646	1,538	808	32	840	0	840	878	1,718

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
16 . Driveway 3/Napa Street														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	20	20	0	0	0	0	0	90	90
EBL	0	0	0	0	0	87	87	0	0	0	0	0	58	58
EBT	215	9	224	0	224	65	289	182	7	189	0	189	48	237
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	213	9	222	0	222	25	247	222	9	231	0	231	67	298
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	20	20	0	0	0	0	0	90	90
Departure	0	0	0	0	0	87	87	0	0	0	0	0	58	58
Total	0	0	0	0	0	107	107	0	0	0	0	0	148	148
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	213	9	222	0	222	25	247	222	9	231	0	231	67	298
Departure	215	9	224	0	224	65	289	182	7	189	0	189	48	237
Total	428	18	446	0	446	90	536	404	16	420	0	420	115	535
West Leg														
Approach	215	9	224	0	224	152	376	182	7	189	0	189	106	295
Departure	213	9	222	0	222	45	267	222	9	231	0	231	157	388
Total	428	18	446	0	446	197	643	404	16	420	0	420	263	683
Total Approaches														
Approach	428	18	446	0	446	197	643	404	16	420	0	420	263	683
Departure	428	18	446	0	446	197	643	404	16	420	0	420	263	683
Total	856	36	892	0	892	394	1,286	808	32	840	0	840	526	1,366

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
17 . Driveway 4/Napa Street														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	8	8	0	0	0	0	0	36	36
EBL	0	0	0	0	0	35	35	0	0	0	0	0	23	23
EBT	215	9	224	0	224	30	254	182	7	189	0	189	25	214
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	213	9	222	0	222	17	239	222	9	231	0	231	31	262
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	8	8	0	0	0	0	0	36	36
Departure	0	0	0	0	0	35	35	0	0	0	0	0	23	23
Total	0	0	0	0	0	43	43	0	0	0	0	0	59	59
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	213	9	222	0	222	17	239	222	9	231	0	231	31	262
Departure	215	9	224	0	224	30	254	182	7	189	0	189	25	214
Total	428	18	446	0	446	47	493	404	16	420	0	420	56	476
West Leg														
Approach	215	9	224	0	224	65	289	182	7	189	0	189	48	237
Departure	213	9	222	0	222	25	247	222	9	231	0	231	67	298
Total	428	18	446	0	446	90	536	404	16	420	0	420	115	535
Total Approaches														
Approach	428	18	446	0	446	90	536	404	16	420	0	420	115	535
Departure	428	18	446	0	446	90	536	404	16	420	0	420	115	535
Total	856	36	892	0	892	180	1,072	808	32	840	0	840	230	1,070

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
18 . Driveway 5/Napa Street														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	4	4	0	4	0	0	0	2	2	0	2
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	17	17	0	0	0	0	0	31	31
EBL	0	0	0	0	0	30	30	0	0	0	0	0	25	25
EBT	215	9	224	4	228	0	228	182	7	189	2	191	0	191
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	1	1	0	1	0	0	0	5	5	0	5
WBT	213	9	222	1	223	0	223	222	9	231	5	236	0	236
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	17	17	0	0	0	0	0	31	31
Departure	0	0	0	0	0	30	30	0	0	0	0	0	25	25
Total	0	0	0	0	0	47	47	0	0	0	0	0	56	56
South Leg														
Approach	0	0	0	4	4	0	4	0	0	0	2	2	0	2
Departure	0	0	0	1	1	0	1	0	0	0	5	5	0	5
Total	0	0	0	5	5	0	5	0	0	0	7	7	0	7
East Leg														
Approach	213	9	222	2	224	0	224	222	9	231	10	241	0	241
Departure	215	9	224	8	232	0	232	182	7	189	4	193	0	193
Total	428	18	446	10	456	0	456	404	16	420	14	434	0	434
West Leg														
Approach	215	9	224	4	228	30	258	182	7	189	2	191	25	216
Departure	213	9	222	1	223	17	240	222	9	231	5	236	31	267
Total	428	18	446	5	451	47	498	404	16	420	7	427	56	483
Total Approaches														
Approach	428	18	446	10	456	47	503	404	16	420	14	434	56	490
Departure	428	18	446	10	456	47	503	404	16	420	14	434	56	490
Total	856	36	892	20	912	94	1,006	808	32	840	28	868	112	980

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
19 . Haven Avenue/4th Street														
NBL	194	8	202	0	202	0	202	179	7	186	0	186	0	186
NBT	1,933	77	2,010	144	2,154	0	2,154	1,694	68	1,762	350	2,112	0	2,112
NBR	487	19	506	79	585	3	588	455	18	473	197	670	2	672
SBL	96	4	100	12	112	3	115	221	9	230	15	245	2	247
SBT	1,325	53	1,378	343	1,721	0	1,721	1,756	70	1,826	243	2,069	0	2,069
SBR	51	2	53	9	62	0	62	121	5	126	9	135	0	135
EBL	82	3	85	5	90	0	90	74	3	77	8	85	0	85
EBT	303	12	315	22	337	24	361	476	19	495	19	514	16	530
EBR	134	5	139	0	139	0	139	183	7	190	0	190	0	190
WBL	227	9	236	183	419	1	420	418	17	435	136	571	4	575
WBT	401	16	417	19	436	5	441	651	26	677	24	701	25	726
WBR	135	5	140	12	152	1	153	168	7	175	8	183	4	187
North Leg														
Approach	1,472	59	1,531	364	1,895	3	1,898	2,098	84	2,182	267	2,449	2	2,451
Departure	2,150	85	2,235	161	2,396	1	2,397	1,936	78	2,014	366	2,380	4	2,384
Total	3,622	144	3,766	525	4,291	4	4,295	4,034	162	4,196	633	4,829	6	4,835
South Leg														
Approach	2,614	104	2,718	223	2,941	3	2,944	2,328	93	2,421	547	2,968	2	2,970
Departure	1,686	67	1,753	526	2,279	1	2,280	2,357	94	2,451	379	2,830	4	2,834
Total	4,300	171	4,471	749	5,220	4	5,224	4,685	187	4,872	926	5,798	6	5,804
East Leg														
Approach	763	30	793	214	1,007	7	1,014	1,237	50	1,287	168	1,455	33	1,488
Departure	886	35	921	113	1,034	30	1,064	1,152	46	1,198	231	1,429	20	1,449
Total	1,649	65	1,714	327	2,041	37	2,078	2,389	96	2,485	399	2,884	53	2,937
West Leg														
Approach	519	20	539	27	566	24	590	733	29	762	27	789	16	805
Departure	646	26	672	28	700	5	705	951	38	989	33	1,022	25	1,047
Total	1,165	46	1,211	55	1,266	29	1,295	1,684	67	1,751	60	1,811	41	1,852
Total Approaches														
Approach	5,368	213	5,581	828	6,409	37	6,446	6,396	256	6,652	1,009	7,661	53	7,714
Departure	5,368	213	5,581	828	6,409	37	6,446	6,396	256	6,652	1,009	7,661	53	7,714
Total	10,736	426	11,162	1,656	12,818	74	12,892	12,792	512	13,304	2,018	15,322	106	15,428

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
20 . Milliken Avenue/4th Street														
NBL	281	11	292	22	314	0	314	272	11	283	72	355	0	355
NBT	811	32	843	58	901	0	901	1,109	44	1,153	148	1,301	0	1,301
NBR	113	5	118	5	123	3	126	398	16	414	4	418	2	420
SBL	210	8	218	179	397	3	400	495	20	515	127	642	2	644
SBT	923	37	960	146	1,106	0	1,106	1,069	43	1,112	99	1,211	0	1,211
SBR	136	5	141	0	141	0	141	155	6	161	2	163	0	163
EBL	158	6	164	2	166	0	166	388	16	404	0	404	0	404
EBT	265	11	276	134	410	31	441	892	36	928	112	1,040	21	1,061
EBR	98	4	102	68	170	0	170	316	13	329	44	373	0	373
WBL	345	14	359	5	364	1	365	440	18	458	4	462	4	466
WBT	873	35	908	79	987	7	994	600	24	624	141	765	32	797
WBR	355	14	369	76	445	1	446	266	11	277	181	458	4	462
North Leg														
Approach	1,269	50	1,319	325	1,644	3	1,647	1,719	69	1,788	228	2,016	2	2,018
Departure	1,324	52	1,376	136	1,512	1	1,513	1,763	71	1,834	329	2,163	4	2,167
Total	2,593	102	2,695	461	3,156	4	3,160	3,482	140	3,622	557	4,179	6	4,185
South Leg														
Approach	1,205	48	1,253	85	1,338	3	1,341	1,779	71	1,850	224	2,074	2	2,076
Departure	1,366	55	1,421	219	1,640	1	1,641	1,825	74	1,899	147	2,046	4	2,050
Total	2,571	103	2,674	304	2,978	4	2,982	3,604	145	3,749	371	4,120	6	4,126
East Leg														
Approach	1,573	63	1,636	160	1,796	9	1,805	1,306	53	1,359	326	1,685	40	1,725
Departure	588	24	612	318	930	37	967	1,785	72	1,857	243	2,100	25	2,125
Total	2,161	87	2,248	478	2,726	46	2,772	3,091	125	3,216	569	3,785	65	3,850
West Leg														
Approach	521	21	542	204	746	31	777	1,596	65	1,661	156	1,817	21	1,838
Departure	1,290	51	1,341	101	1,442	7	1,449	1,027	41	1,068	215	1,283	32	1,315
Total	1,811	72	1,883	305	2,188	38	2,226	2,623	106	2,729	371	3,100	53	3,153
Total Approaches														
Approach	4,568	182	4,750	774	5,524	46	5,570	6,400	258	6,658	934	7,592	65	7,657
Departure	4,568	182	4,750	774	5,524	46	5,570	6,400	258	6,658	934	7,592	65	7,657
Total	9,136	364	9,500	1,548	11,048	92	11,140	12,800	516	13,316	1,868	15,184	130	15,314

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
21 . Etiwanda Avenue/Miller Street														
NBL	153	6	159	5	164	2	166	150	6	156	5	161	7	168
NBT	325	13	338	16	354	5	359	333	13	346	21	367	25	392
NBR	128	5	133	0	133	2	135	125	5	130	1	131	7	138
SBL	100	4	104	0	104	0	104	31	1	32	0	32	0	32
SBT	328	13	341	20	361	24	385	199	8	207	16	223	16	239
SBR	150	6	156	4	160	0	160	145	6	151	6	157	0	157
EBL	80	3	83	5	88	0	88	185	7	192	6	198	0	198
EBT	262	10	272	5	277	0	277	539	22	561	6	567	0	567
EBR	105	4	109	5	114	7	121	158	6	164	4	168	5	173
WBL	69	3	72	1	73	7	80	60	2	62	0	62	5	67
WBT	426	17	443	4	447	0	447	282	11	293	6	299	0	299
WBR	65	3	68	0	68	0	68	25	1	26	0	26	0	26
North Leg														
Approach	578	23	601	24	625	24	649	375	15	390	22	412	16	428
Departure	470	19	489	21	510	5	515	543	21	564	27	591	25	616
Total	1,048	42	1,090	45	1,135	29	1,164	918	36	954	49	1,003	41	1,044
South Leg														
Approach	606	24	630	21	651	9	660	608	24	632	27	659	39	698
Departure	502	20	522	26	548	38	586	417	16	433	20	453	26	479
Total	1,108	44	1,152	47	1,199	47	1,246	1,025	40	1,065	47	1,112	65	1,177
East Leg														
Approach	560	23	583	5	588	7	595	367	14	381	6	387	5	392
Departure	490	19	509	5	514	2	516	695	28	723	7	730	7	737
Total	1,050	42	1,092	10	1,102	9	1,111	1,062	42	1,104	13	1,117	12	1,129
West Leg														
Approach	447	17	464	15	479	7	486	882	35	917	16	933	5	938
Departure	729	29	758	13	771	2	773	577	23	600	17	617	7	624
Total	1,176	46	1,222	28	1,250	9	1,259	1,459	58	1,517	33	1,550	12	1,562
Total Approaches														
Approach	2,191	87	2,278	65	2,343	47	2,390	2,232	88	2,320	71	2,391	65	2,456
Departure	2,191	87	2,278	65	2,343	47	2,390	2,232	88	2,320	71	2,391	65	2,456
Total	4,382	174	4,556	130	4,686	94	4,780	4,464	176	4,640	142	4,782	130	4,912

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
22 . Etiwanda Avenue/Slover Avenue														
NBL	102	4	106	12	118	0	118	38	2	40	6	46	0	46
NBT	672	27	699	33	732	24	756	896	36	932	48	980	16	996
NBR	86	3	89	0	89	0	89	105	4	109	0	109	0	109
SBL	343	14	357	57	414	2	416	322	13	335	49	384	7	391
SBT	1,173	47	1,220	14	1,234	5	1,239	1,055	42	1,097	19	1,116	25	1,141
SBR	407	16	423	72	495	1	496	102	4	106	37	143	4	147
EBL	103	4	107	0	107	3	110	323	13	336	0	336	2	338
EBT	119	5	124	10	134	0	134	421	17	438	11	449	0	449
EBR	76	3	79	0	79	0	79	92	4	96	0	96	0	96
WBL	136	5	141	0	141	0	141	84	3	87	0	87	0	87
WBT	236	9	245	8	253	0	253	152	6	158	12	170	0	170
WBR	352	14	366	44	410	7	417	451	18	469	72	541	5	546
North Leg														
Approach	1,923	77	2,000	143	2,143	8	2,151	1,479	59	1,538	105	1,643	36	1,679
Departure	1,127	45	1,172	77	1,249	34	1,283	1,670	67	1,737	120	1,857	23	1,880
Total	3,050	122	3,172	220	3,392	42	3,434	3,149	126	3,275	225	3,500	59	3,559
South Leg														
Approach	860	34	894	45	939	24	963	1,039	42	1,081	54	1,135	16	1,151
Departure	1,385	55	1,440	14	1,454	5	1,459	1,231	49	1,280	19	1,299	25	1,324
Total	2,245	89	2,334	59	2,393	29	2,422	2,270	91	2,361	73	2,434	41	2,475
East Leg														
Approach	724	28	752	52	804	7	811	687	27	714	84	798	5	803
Departure	548	22	570	67	637	2	639	848	34	882	60	942	7	949
Total	1,272	50	1,322	119	1,441	9	1,450	1,535	61	1,596	144	1,740	12	1,752
West Leg														
Approach	298	12	310	10	320	3	323	836	34	870	11	881	2	883
Departure	745	29	774	92	866	1	867	292	12	304	55	359	4	363
Total	1,043	41	1,084	102	1,186	4	1,190	1,128	46	1,174	66	1,240	6	1,246
Total Approaches														
Approach	3,805	151	3,956	250	4,206	42	4,248	4,041	162	4,203	254	4,457	59	4,516
Departure	3,805	151	3,956	250	4,206	42	4,248	4,041	162	4,203	254	4,457	59	4,516
Total	7,610	302	7,912	500	8,412	84	8,496	8,082	324	8,406	508	8,914	118	9,032

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Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
1 I-15 Southbound Rmp/4th Street										
AM Peak Hour										
Northbound	Left	68	Approach	212	52	50	-2	-1	-1	211
	Through	67	Departure	373	134	145	11	4	3	376
	Right	77								
Southbound	Left	147	Approach	1,181	1,987	2,264	277	105	88	1,268
	Through	211	Departure	464	795	1,233	438	166	139	602
	Right	823								
Eastbound	Left	272	Approach	660	2,121	2,969	848	322	269	929
	Through	332	Departure	2,124	5,605	6,215	610	232	193	2,317
	Right	57								
Westbound	Left	105	Approach	1,463	4,028	4,530	502	191	159	1,622
	Through	1,233	Departure	556	1,655	2,219	564	214	179	734
	Right	125								
PM Peak Hour										
Northbound	Left	134	Approach	762	172	721	549	154	128	891
	Through	294	Departure	625	120	168	48	13	11	636
	Right	334								
Southbound	Left	74	Approach	929	1,468	1,728	260	73	61	990
	Through	297	Departure	1,500	2,836	2,936	100	28	23	1,523
	Right	559								
Eastbound	Left	909	Approach	2,176	7,550	9,006	1,456	408	340	2,516
	Through	1,153	Departure	1,611	4,375	5,682	1,307	366	305	1,916
	Right	114								
Westbound	Left	215	Approach	1,429	3,871	4,820	949	266	221	1,651
	Through	918	Departure	1,561	5,730	7,489	1,759	493	410	1,972
	Right	297								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
2 I-15 Northbound Rmp/4th Street										
AM Peak Hour										
Northbound	Left	105	Approach	180	0	0	0	0	0	180
	Through	20	Departure	177	0	0	0	0	0	177
	Right	55								
Southbound	Left	352	Approach	1,328	2,538	2,532	-6	-2	-2	1,326
	Through	62	Departure	252	453	496	43	16	14	266
	Right	914								
Eastbound	Left	173	Approach	556	1,654	2,219	565	215	179	735
	Through	310	Departure	1,464	4,028	4,530	502	191	159	1,622
	Right	73								
Westbound	Left	42	Approach	547	2,143	2,662	519	197	164	711
	Through	445	Departure	717	1,855	2,387	532	202	168	885
	Right	59								
PM Peak Hour										
Northbound	Left	113	Approach	242	0	0	0	0	0	242
	Through	73	Departure	232	0	0	0	0	0	232
	Right	56								
Southbound	Left	136	Approach	801	1,857	2,679	822	230	192	993
	Through	65	Departure	1,030	2,421	2,752	331	93	77	1,107
	Right	600								
Eastbound	Left	795	Approach	1,560	5,730	7,489	1,759	493	410	1,971
	Through	673	Departure	1,430	3,871	4,820	949	266	221	1,651
	Right	92								
Westbound	Left	75	Approach	954	2,886	2,775	-111	-31	-26	928
	Through	716	Departure	865	4,182	5,371	1,189	333	277	1,143
	Right	162								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
3 Wineville Avenue/4th Street										
AM Peak Hour										
Northbound	Left	33	Approach	52	0	0	0	0	0	52
	Through	12	Departure	147	0	0	0	0	0	147
	Right	7								
Southbound	Left	41	Approach	128	0	0	0	0	0	128
	Through	11	Departure	359	0	0	0	0	0	367
	Right	76								
Eastbound	Left	226	Approach	717	1,855	2,387	532	202	168	886
	Through	375	Departure	546	2,143	2,662	519	197	164	710
	Right	117								
Westbound	Left	19	Approach	577	2,292	2,803	511	194	162	739
	Through	437	Departure	423	1,627	2,127	500	190	158	581
	Right	122								
PM Peak Hour										
Northbound	Left	97	Approach	122	0	0	0	0	0	122
	Through	18	Departure	44	0	0	0	0	0	44
	Right	7								
Southbound	Left	138	Approach	325	0	0	0	0	0	351
	Through	13	Departure	149	0	0	0	0	0	149
	Right	174								
Eastbound	Left	45	Approach	865	4,182	5,371	1,189	333	277	1,142
	Through	791	Departure	954	2,886	2,775	-111	-31	-26	928
	Right	29								
Westbound	Left	2	Approach	771	2,629	2,528	-101	-28	-24	748
	Through	683	Departure	936	4,283	5,592	1,309	367	305	1,242
	Right	86								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
4 Barrington Avenue/4th Street										
AM Peak Hour										
Northbound	Left	33	Approach	40	0	0	0	0	0	40
	Through	0	Departure	136	0	0	0	0	0	136
	Right	7								
Southbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Eastbound	Left	0	Approach	423	914	1,574	660	251	209	632
	Through	306	Departure	558	2,960	3,250	290	110	92	650
	Right	117								
Westbound	Left	19	Approach	544	2,960	3,250	290	110	92	636
	Through	525	Departure	313	914	1,574	660	251	209	522
	Right	0								
PM Peak Hour										
Northbound	Left	97	Approach	105	0	0	0	0	0	105
	Through	0	Departure	31	0	0	0	0	0	31
	Right	7								
Southbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Eastbound	Left	0	Approach	936	4,775	5,881	1,106	310	258	1,194
	Through	907	Departure	769	1,996	1,729	-267	-75	-62	707
	Right	29								
Westbound	Left	2	Approach	674	1,996	1,729	-267	-75	-62	612
	Through	671	Departure	915	4,775	5,881	1,106	310	258	1,173
	Right	0								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
5 Etiwanda Avenue/Foothill Boulevard										
AM Peak Hour										
Northbound	Left	131	Approach	428	1,762	1,902	140	53	44	472
	Through	224	Departure	857	3,333	3,732	399	152	126	983
	Right	73								
Southbound	Left	66	Approach	705	2,055	2,988	933	355	295	1,000
	Through	370	Departure	386	1,496	1,378	-118	-45	-37	349
	Right	269								
Eastbound	Left	77	Approach	689	2,769	4,301	1,532	582	485	1,174
	Through	445	Departure	1,716	4,515	5,270	755	287	239	1,955
	Right	167								
Westbound	Left	320	Approach	1,721	5,397	5,264	-133	-51	-42	1,679
	Through	1,316	Departure	584	2,638	4,074	1,436	546	455	1,039
	Right	85								
PM Peak Hour										
Northbound	Left	251	Approach	798	2,669	2,932	263	74	61	859
	Through	323	Departure	502	3,012	3,587	575	161	134	636
	Right	224								
Southbound	Left	61	Approach	438	2,829	2,723	-106	-30	-25	413
	Through	197	Departure	676	3,058	3,690	632	177	147	823
	Right	180								
Eastbound	Left	283	Approach	1,492	6,655	9,073	2,418	677	564	2,056
	Through	1,021	Departure	1,148	5,265	6,068	803	225	187	1,335
	Right	188								
Westbound	Left	117	Approach	904	5,639	5,855	216	60	50	954
	Through	717	Departure	1,306	6,457	7,237	780	218	182	1,488
	Right	70								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
6 Etiwanda Avenue/Arrow Route										
AM Peak Hour										
Northbound	Left	302	Approach	463	1,932	2,169	237	90	75	538
	Through	123	Departure	581	2,127	4,321	2,194	834	695	1,276
	Right	38								
Southbound	Left	73	Approach	836	3,617	4,500	883	336	280	1,116
	Through	340	Departure	301	1,550	1,669	119	45	38	339
	Right	423								
Eastbound	Left	61	Approach	402	548	750	202	77	64	466
	Through	216	Departure	1,481	3,218	3,389	171	65	54	1,535
	Right	125								
Westbound	Left	116	Approach	989	1,439	3,112	1,673	636	530	1,519
	Through	756	Departure	327	641	1,151	510	194	162	489
	Right	117								
PM Peak Hour										
Northbound	Left	124	Approach	686	2,822	5,428	2,606	730	608	1,294
	Through	450	Departure	605	2,535	2,946	411	115	96	701
	Right	112								
Southbound	Left	147	Approach	455	2,742	3,276	534	150	125	580
	Through	204	Departure	968	2,964	3,741	777	218	181	1,149
	Right	104								
Eastbound	Left	350	Approach	1,328	2,816	3,631	815	228	190	1,518
	Through	628	Departure	628	1,759	2,429	670	188	156	784
	Right	350								
Westbound	Left	51	Approach	619	1,021	1,756	735	206	172	791
	Through	400	Departure	887	2,143	4,976	2,833	793	661	1,548
	Right	168								

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Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
7 Etiwanda Avenue/Whittram Avenue										
AM Peak Hour										
Northbound	Left	1	Approach	426	2,177	2,580	403	153	128	554
	Through	292	Departure	775	2,861	4,627	1,766	671	559	1,334
	Right	133								
Southbound	Left	58	Approach	590	2,127	4,321	2,194	834	695	1,285
	Through	530	Departure	420	1,932	2,169	237	90	75	495
	Right	2								
Eastbound	Left	1	Approach	3	0	0	0	0	0	3
	Through	0	Departure	3	0	0	0	0	0	3
	Right	2								
Westbound	Left	243	Approach	370	733	338	-395	-150	-125	404
	Through	0	Departure	191	245	444	199	76	63	413
	Right	127								
PM Peak Hour										
Northbound	Left	1	Approach	859	4,019	6,556	2,537	710	592	1,451
	Through	616	Departure	538	3,008	3,228	220	62	51	589
	Right	242								
Southbound	Left	210	Approach	571	2,535	2,946	411	115	96	667
	Through	359	Departure	682	2,822	5,428	2,606	730	608	1,290
	Right	2								
Eastbound	Left	0	Approach	3	0	0	0	0	0	3
	Through	2	Departure	3	0	0	0	0	0	3
	Right	1								
Westbound	Left	178	Approach	244	476	551	75	21	18	262
	Through	0	Departure	454	1,199	1,397	198	55	46	500
	Right	66								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
8 Etiwanda Avenue/Napa Street										
AM Peak Hour										
Northbound	Left	0	Approach	483	2,449	3,519	1,070	407	339	822
	Through	402	Departure	754	2,826	4,206	1,380	524	437	1,191
	Right	81								
Southbound	Left	40	Approach	734	2,906	4,783	1,877	713	594	1,328
	Through	694	Departure	437	2,425	3,223	798	303	253	690
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	60	Approach	95	0	0	0	0	0	104
	Through	0	Departure	121	0	0	0	0	0	373
	Right	35								
PM Peak Hour										
Northbound	Left	1	Approach	826	4,120	6,484	2,364	662	552	1,378
	Through	803	Departure	562	3,344	4,151	807	226	188	750
	Right	22								
Southbound	Left	65	Approach	554	3,332	3,970	638	179	149	703
	Through	487	Departure	872	4,184	7,061	2,877	806	671	1,543
	Right	2								
Eastbound	Left	2	Approach	3	0	0	0	0	0	3
	Through	0	Departure	3	0	0	0	0	0	3
	Right	1								
Westbound	Left	74	Approach	141	0	0	0	0	0	308
	Through	0	Departure	87	0	0	0	0	0	95
	Right	67								

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Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
9 Etiwanda Avenue/6th Street										
AM Peak Hour										
Northbound	Left	27	Approach	494	2,710	3,544	834	317	264	758
	Through	467	Departure	764	2,417	3,792	1,375	523	435	1,199
	Right	0								
Southbound	Left	0	Approach	755	2,826	4,206	1,380	524	437	1,192
	Through	739	Departure	483	2,449	3,519	1,070	407	339	822
	Right	15								
Eastbound	Left	16	Approach	40	186	282	96	36	30	242
	Through	0	Departure	42	856	721	-135	-51	-43	171
	Right	24								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
PM Peak Hour										
Northbound	Left	16	Approach	828	3,551	5,146	1,595	447	372	1,200
	Through	811	Departure	569	4,160	5,395	1,235	346	288	858
	Right	0								
Southbound	Left	0	Approach	562	3,344	4,151	807	226	188	751
	Through	537	Departure	826	4,120	6,484	2,364	662	552	1,377
	Right	26								
Eastbound	Left	14	Approach	47	1,841	3,399	1,558	436	364	410
	Through	0	Departure	42	456	816	360	101	84	126
	Right	32								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
10 Etiwanda Avenue/4th St-San Bern. Avenue										
AM Peak Hour										
Northbound	Left	229	Approach	722	2,294	2,525	231	88	73	795
	Through	463	Departure	842	1,891	3,053	1,162	442	368	1,210
	Right	30								
Southbound	Left	36	Approach	739	2,408	3,738	1,330	505	421	1,160
	Through	545	Departure	608	2,802	3,706	904	344	286	894
	Right	158								
Eastbound	Left	109	Approach	278	914	1,574	660	251	209	487
	Through	105	Departure	672	2,960	3,250	290	110	92	764
	Right	64								
Westbound	Left	233	Approach	554	2,978	3,461	483	184	153	707
	Through	285	Departure	171	940	1,290	350	133	111	282
	Right	36								
PM Peak Hour										
Northbound	Left	239	Approach	879	2,909	4,474	1,565	438	365	1,244
	Through	589	Departure	882	3,482	3,593	111	31	26	908
	Right	51								
Southbound	Left	59	Approach	721	4,269	5,564	1,295	363	302	1,023
	Through	450	Departure	850	3,573	5,127	1,554	435	363	1,213
	Right	212								
Eastbound	Left	191	Approach	936	4,775	5,881	1,106	310	258	1,194
	Through	488	Departure	741	1,996	1,729	-267	-75	-62	679
	Right	257								
Westbound	Left	175	Approach	535	1,678	1,403	-275	-77	-64	471
	Through	290	Departure	598	4,580	6,873	2,293	642	535	1,133
	Right	70								

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Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
11 Etiwanda Avenue/Valley Boulevard										
AM Peak Hour										
Northbound	Left	191	Approach	954	3,701	3,616	-85	-32	-27	927
	Through	674	Departure	904	2,633	4,502	1,869	710	592	1,496
	Right	89								
Southbound	Left	27	Approach	842	1,891	3,053	1,162	442	368	1,210
	Through	732	Departure	721	2,294	2,525	231	88	73	795
	Right	83								
Eastbound	Left	7	Approach	91	157	322	165	63	52	143
	Through	33	Departure	309	1,904	2,161	257	98	81	390
	Right	51								
Westbound	Left	122	Approach	196	1,421	2,546	1,125	428	356	553
	Through	34	Departure	149	339	349	10	4	3	152
	Right	40								
PM Peak Hour										
Northbound	Left	95	Approach	986	4,102	6,819	2,717	761	634	1,620
	Through	791	Departure	1,276	5,449	5,353	-96	-27	-22	1,253
	Right	100								
Southbound	Left	22	Approach	882	3,482	3,593	111	31	26	908
	Through	844	Departure	879	2,909	4,474	1,565	438	365	1,244
	Right	15								
Eastbound	Left	43	Approach	383	3,289	4,393	1,104	309	258	641
	Through	67	Departure	183	424	700	276	77	64	248
	Right	273								
Westbound	Left	158	Approach	276	686	712	26	7	6	282
	Through	73	Departure	190	2,778	4,990	2,212	619	516	706
	Right	44								

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Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
12	Etiwanda Avenue/I-10 Westbound Ramps									
AM Peak Hour										
Northbound	Left	0	Approach	710	2,951	2,912	-39	-15	-12	698
	Through	534	Departure	1,181	2,913	4,789	1,876	713	594	1,775
	Right	176								
Southbound	Left	0	Approach	905	2,633	4,502	1,869	710	592	1,496
	Through	672	Departure	954	3,701	3,616	-85	-32	-27	927
	Right	232								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	232	0	48	48	18	15	247
	Right	0								
Westbound	Left	508	Approach	928	1,798	1,922	124	47	39	968
	Through	0	Departure	176	768	883	115	44	36	213
	Right	420								
PM Peak Hour										
Northbound	Left	0	Approach	1,122	5,031	7,976	2,945	825	687	1,809
	Through	673	Departure	1,246	5,222	5,559	337	94	79	1,325
	Right	449								
Southbound	Left	0	Approach	1,275	5,449	5,353	-96	-27	-22	1,253
	Through	1,020	Departure	987	4,102	6,819	2,717	761	634	1,621
	Right	256								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	256	412	589	177	50	41	297
	Right	0								
Westbound	Left	226	Approach	541	1,163	1,843	680	190	159	699
	Through	0	Departure	449	1,906	2,204	298	83	70	518
	Right	314								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
13	Etiwanda Avenue/I-10 Eastbound Ramps									
AM Peak Hour										
Northbound	Left	0	Approach	834	2,844	2,878	34	13	11	845
	Through	576	Departure	1,591	3,842	5,810	1,968	748	623	2,214
	Right	257								
Southbound	Left	0	Approach	1,181	2,913	4,789	1,876	713	594	1,775
	Through	1,123	Departure	711	2,951	2,912	-39	-15	-12	698
	Right	58								
Eastbound	Left	134	Approach	602	1,409	1,586	177	67	56	658
	Through	0	Departure	58	220	268	48	18	15	74
	Right	468								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	257	153	262	109	41	35	292
	Right	0								
PM Peak Hour										
Northbound	Left	0	Approach	1,428	5,747	7,772	2,025	567	473	1,901
	Through	958	Departure	1,184	5,037	5,704	667	187	156	1,340
	Right	470								
Southbound	Left	0	Approach	1,246	5,222	5,559	337	94	79	1,325
	Through	937	Departure	1,122	5,031	7,976	2,945	825	687	1,809
	Right	309								
Eastbound	Left	163	Approach	410	739	1,868	1,129	316	263	673
	Through	0	Departure	309	922	611	-311	-87	-73	236
	Right	247								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	470	718	908	190	53	44	514
	Right	0								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
19 Haven Avenue/4th Street										
AM Peak Hour										
Northbound	Left	182	Approach	2,460	3,696	4,312	616	234	195	2,655
	Through	1,820	Departure	1,587	3,819	4,331	512	195	162	1,750
	Right	458								
Southbound	Left	90	Approach	1,385	3,350	4,392	1,042	396	330	1,715
	Through	1,248	Departure	2,025	4,015	3,069	-946	-359	-300	1,725
	Right	48								
Eastbound	Left	77	Approach	490	1,958	2,360	402	153	127	617
	Through	286	Departure	608	2,615	4,084	1,469	558	465	1,073
	Right	126								
Westbound	Left	214	Approach	719	3,061	4,456	1,395	530	442	1,161
	Through	378	Departure	834	1,616	4,036	2,420	920	766	1,600
	Right	127								
PM Peak Hour										
Northbound	Left	176	Approach	2,288	6,534	8,645	2,111	591	493	2,781
	Through	1,666	Departure	2,318	5,925	4,863	-1,062	-297	-248	2,070
	Right	447								
Southbound	Left	217	Approach	2,063	5,660	5,468	-192	-54	-45	2,019
	Through	1,727	Departure	1,903	5,679	7,408	1,729	484	403	2,307
	Right	119								
Eastbound	Left	73	Approach	720	3,818	4,328	510	143	119	839
	Through	468	Departure	935	3,318	3,484	166	46	39	974
	Right	180								
Westbound	Left	411	Approach	1,216	4,048	4,920	872	244	203	1,419
	Through	640	Departure	1,132	5,138	7,605	2,467	691	576	1,707
	Right	165								

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Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
20	Milliken Avenue/4th Street									
AM Peak Hour										
Northbound	Left	265	Approach	1,134	4,223	3,694	-529	-201	-168	966
	Through	764	Departure	1,286	2,701	5,245	2,544	967	806	2,092
	Right	106								
Southbound	Left	197	Approach	1,194	3,255	4,564	1,309	497	415	1,609
	Through	869	Departure	1,246	4,031	3,797	-234	-89	-74	1,172
	Right	128								
Eastbound	Left	149	Approach	491	1,616	2,160	544	207	172	663
	Through	250	Departure	1,215	3,061	3,101	40	15	13	1,227
	Right	92								
Westbound	Left	325	Approach	1,481	3,931	4,084	153	58	48	1,529
	Through	822	Departure	552	3,231	2,360	-871	-331	-276	276
	Right	334								
PM Peak Hour										
Northbound	Left	268	Approach	1,750	5,498	8,818	3,320	930	775	2,525
	Through	1,090	Departure	1,795	5,977	6,903	926	259	216	2,011
	Right	392								
Southbound	Left	487	Approach	1,691	5,731	4,459	-1,272	-356	-297	1,394
	Through	1,051	Departure	1,734	5,877	7,671	1,794	502	419	2,153
	Right	152								
Eastbound	Left	382	Approach	1,570	5,138	7,605	2,467	691	576	2,146
	Through	877	Departure	1,010	4,048	5,254	1,206	338	281	1,292
	Right	311								
Westbound	Left	433	Approach	1,285	5,255	5,962	707	198	165	1,450
	Through	590	Departure	1,757	5,721	7,016	1,295	363	302	2,059
	Right	262								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
21	Etiwanda Avenue/Miller Street									
	AM Peak Hour									
Northbound	Left	147	Approach	590	1,699	1,696	-3	-1	-1	729
	Through	314	Departure	490	2,025	2,632	607	231	192	606
	Right	128								
Southbound	Left	99	Approach	565	0	0	0	0	0	699
	Through	317	Departure	456	0	0	0	0	0	564
	Right	148								
Eastbound	Left	78	Approach	440	1,705	1,994	289	110	92	544
	Through	258	Departure	719	2,702	3,194	492	187	156	889
	Right	104								
Westbound	Left	69	Approach	557	1,495	2,351	856	325	271	688
	Through	423	Departure	486	173	216	43	16	14	601
	Right	64								
	PM Peak Hour									
Northbound	Left	150	Approach	603	3,017	3,398	381	107	89	670
	Through	329	Departure	407	3,146	2,932	-214	-60	-50	452
	Right	125								
Southbound	Left	31	Approach	367	0	0	0	0	0	408
	Through	191	Departure	538	0	0	0	0	0	598
	Right	145								
Eastbound	Left	185	Approach	878	4,538	6,116	1,578	442	368	975
	Through	537	Departure	577	3,071	3,341	270	76	63	640
	Right	156								
Westbound	Left	60	Approach	366	538	395	-143	-40	-33	407
	Through	282	Departure	693	1,875	3,635	1,760	493	411	770
	Right	25								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-8: Forecast Link Volume Worksheet
Year 2040 Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
22	Etiwanda Avenue/Slover Avenue									
AM Peak Hour										
Northbound	Left	75	Approach	722	1,948	2,170	222	84	70	792
	Through	590	Departure	1,123	1,590	2,975	1,385	526	439	1,561
	Right	58								
Southbound	Left	281	Approach	1,652	3,842	5,810	1,968	748	623	2,276
	Through	991	Departure	951	2,844	2,878	34	13	11	961
	Right	380								
Eastbound	Left	82	Approach	203	358	500	142	54	45	248
	Through	79	Departure	643	1,981	2,254	273	104	86	729
	Right	42								
Westbound	Left	90	Approach	557	1,391	1,330	-61	-23	-19	537
	Through	188	Departure	418	1,123	1,704	581	221	184	602
	Right	279								
PM Peak Hour										
Northbound	Left	22	Approach	947	2,567	4,078	1,511	423	353	1,300
	Through	850	Departure	848	2,903	3,546	643	180	150	998
	Right	75								
Southbound	Left	177	Approach	971	5,037	5,704	667	187	156	1,127
	Through	734	Departure	1,615	5,747	7,772	2,025	567	473	2,088
	Right	60								
Eastbound	Left	331	Approach	741	2,731	4,382	1,651	462	385	1,127
	Through	347	Departure	184	843	1,007	164	46	38	222
	Right	63								
Westbound	Left	51	Approach	586	1,738	2,088	350	98	82	668
	Through	101	Departure	599	2,580	3,927	1,347	377	314	914
	Right	434								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
1	I-15 Southbound Rmp/4th Street						
	A.M. Peak Hour						
	Northbound	Left	68	Approach	211	Left	64
		Through	67	Departure	376	Through	68
		Right	77			Right	80
	Southbound	Left	147	Approach	1,268	Left	175
		Through	211	Departure	602	Through	205
		Right	823			Right	887
	Eastbound	Left	272	Approach	929	Left	384
		Through	332	Departure	2,317	Through	479
		Right	57			Right	67
	Westbound	Left	105	Approach	1,622	Left	104
		Through	1,233	Departure	734	Through	1,366
		Right	125			Right	150
	P.M. Peak Hour						
	Northbound	Left	134	Approach	891	Left	167
		Through	294	Departure	636	Through	300
		Right	334			Right	423
	Southbound	Left	74	Approach	990	Left	83
		Through	297	Departure	1,523	Through	285
		Right	559			Right	622
	Eastbound	Left	909	Approach	2,516	Left	927
		Through	1,153	Departure	1,916	Through	1,465
		Right	114			Right	123
	Westbound	Left	215	Approach	1,651	Left	228
		Through	918	Departure	1,972	Through	1,127
		Right	297			Right	297

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
2	I-15 Northbound Rmp/4th Street						
	A.M. Peak Hour						
	Northbound	Left	105	Approach	180	Left	106
		Through	20	Departure	177	Through	16
		Right	55			Right	58
	Southbound	Left	352	Approach	1,326	Left	365
		Through	62	Departure	266	Through	49
		Right	914			Right	912
	Eastbound	Left	173	Approach	735	Left	189
		Through	310	Departure	1,622	Through	463
		Right	73			Right	83
	Westbound	Left	42	Approach	711	Left	45
		Through	445	Departure	885	Through	605
		Right	59			Right	61
	P.M. Peak Hour						
	Northbound	Left	113	Approach	242	Left	127
		Through	73	Departure	232	Through	60
		Right	56			Right	55
	Southbound	Left	136	Approach	993	Left	155
		Through	65	Departure	1,107	Through	63
		Right	600			Right	777
	Eastbound	Left	795	Approach	1,971	Left	923
		Through	673	Departure	1,651	Through	933
		Right	92			Right	110
	Westbound	Left	75	Approach	928	Left	59
		Through	716	Departure	1,143	Through	746
		Right	162			Right	124

Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
3	Wineville Avenue/4th Street						
	A.M. Peak Hour						
	Northbound	Left	33	Approach	52	Left	35
		Through	12	Departure	147	Through	9
		Right	7			Right	8
	Southbound	Left	41	Approach	128	Left	43
		Through	11	Departure	367	Through	8
		Right	76			Right	78
	Eastbound	Left	226	Approach	886	Left	234
		Through	375	Departure	710	Through	531
		Right	117			Right	120
	Westbound	Left	19	Approach	739	Left	19
		Through	437	Departure	581	Through	597
		Right	122			Right	123
	P.M. Peak Hour						
	Northbound	Left	97	Approach	122	Left	96
		Through	18	Departure	44	Through	17
		Right	7			Right	8
	Southbound	Left	138	Approach	351	Left	166
		Through	13	Departure	149	Through	12
		Right	174			Right	172
	Eastbound	Left	45	Approach	1,142	Left	50
		Through	791	Departure	928	Through	1,067
		Right	29			Right	30
	Westbound	Left	2	Approach	748	Left	2
		Through	683	Departure	1,242	Through	659
		Right	86			Right	82

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
4	Barrington Avenue/4th Street						
	A.M. Peak Hour						
	Northbound	Left	33	Approach	40	Left	32
		Through	0	Departure	136	Through	0
		Right	7			Right	8
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Eastbound	Left	0	Approach	632	Left	0
		Through	306	Departure	650	Through	514
		Right	117			Right	120
	Westbound	Left	19	Approach	636	Left	16
		Through	525	Departure	522	Through	618
		Right	0			Right	0
	P.M. Peak Hour						
	Northbound	Left	97	Approach	105	Left	97
		Through	0	Departure	31	Through	0
		Right	7			Right	7
	Southbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Eastbound	Left	0	Approach	1,194	Left	0
		Through	907	Departure	707	Through	1,165
		Right	29			Right	29
	Westbound	Left	2	Approach	612	Left	2
		Through	671	Departure	1,173	Through	609
		Right	0			Right	0

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
5	Etiwanda Avenue/Foothill Boulevard						
	A.M. Peak Hour						
	Northbound	Left	131	Approach	472	Left	175
		Through	224	Departure	983	Through	198
		Right	73			Right	99
	Southbound	Left	66	Approach	1,000	Left	106
		Through	370	Departure	349	Through	470
		Right	269			Right	424
	Eastbound	Left	77	Approach	1,174	Left	93
		Through	445	Departure	1,955	Through	833
		Right	167			Right	247
	Westbound	Left	320	Approach	1,679	Left	266
		Through	1,316	Departure	1,039	Through	1,356
		Right	85			Right	58
	P.M. Peak Hour						
	Northbound	Left	251	Approach	859	Left	350
		Through	323	Departure	636	Through	328
		Right	224			Right	182
	Southbound	Left	61	Approach	413	Left	38
		Through	197	Departure	823	Through	182
		Right	180			Right	194
	Eastbound	Left	283	Approach	2,056	Left	440
		Through	1,021	Departure	1,335	Through	1,268
		Right	188			Right	344
	Westbound	Left	117	Approach	954	Left	111
		Through	717	Departure	1,488	Through	791
		Right	70			Right	56

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
6	Etiwanda Avenue/Arrow Route						
	A.M. Peak Hour						
	Northbound	Left	302	Approach	538	Left	301
		Through	123	Departure	1,276	Through	140
		Right	38			Right	97
	Southbound	Left	73	Approach	1,116	Left	130
		Through	340	Departure	339	Through	689
		Right	423			Right	297
	Eastbound	Left	61	Approach	466	Left	33
		Through	216	Departure	1,535	Through	262
		Right	125			Right	172
	Westbound	Left	116	Approach	1,519	Left	415
		Through	756	Departure	489	Through	937
		Right	117			Right	166
	P.M. Peak Hour						
	Northbound	Left	124	Approach	1,294	Left	203
		Through	450	Departure	701	Through	710
		Right	112			Right	380
	Southbound	Left	147	Approach	580	Left	249
		Through	204	Departure	1,149	Through	245
		Right	104			Right	85
	Eastbound	Left	350	Approach	1,518	Left	238
		Through	628	Departure	784	Through	918
		Right	350			Right	363
	Westbound	Left	51	Approach	791	Left	93
		Through	400	Departure	1,548	Through	496
		Right	168			Right	201

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
7	Etiwanda Avenue/Whittram Avenue						
	A.M. Peak Hour						
	Northbound	Left	1	Approach	554	Left	1
		Through	292	Departure	1,334	Through	339
		Right	133			Right	215
	Southbound	Left	58	Approach	1,285	Left	197
		Through	530	Departure	495	Through	1,084
		Right	2			Right	2
	Eastbound	Left	1	Approach	3	Left	1
		Through	0	Departure	3	Through	0
		Right	2			Right	2
	Westbound	Left	243	Approach	404	Left	249
		Through	0	Departure	413	Through	0
		Right	127			Right	155
	P.M. Peak Hour						
	Northbound	Left	1	Approach	1,451	Left	1
		Through	616	Departure	589	Through	1,191
		Right	242			Right	264
	Southbound	Left	210	Approach	667	Left	234
		Through	359	Departure	1,290	Through	427
		Right	2			Right	2
	Eastbound	Left	0	Approach	3	Left	0
		Through	2	Departure	3	Through	2
		Right	1			Right	1
	Westbound	Left	178	Approach	262	Left	161
		Through	0	Departure	500	Through	0
		Right	66			Right	99

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
8	Etiwanda Avenue/Napa Street						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	822	Left	0
		Through	402	Departure	1,191	Through	638
		Right	81			Right	200
	Southbound	Left	40	Approach	1,328	Left	173
		Through	694	Departure	690	Through	1,139
		Right	0			Right	0
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	Westbound	Left	60	Approach	104	Left	52
		Through	0	Departure	373	Through	0
		Right	35			Right	52
	P.M. Peak Hour						
	Northbound	Left	1	Approach	1,378	Left	1
		Through	803	Departure	750	Through	1,326
		Right	22			Right	87
	Southbound	Left	1	Approach	703	Left	8
		Through	487	Departure	1,543	Through	656
		Right	2			Right	2
	Eastbound	Left	2	Approach	3	Left	3
		Through	0	Departure	3	Through	0
		Right	1			Right	1
	Westbound	Left	74	Approach	308	Left	94
		Through	0	Departure	95	Through	0
		Right	67			Right	214

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
9	Etiwanda Avenue/6th Street						
	A.M. Peak Hour						
	Northbound	Left	27	Approach	758	Left	84
		Through	467	Departure	1,199	Through	691
		Right	0			Right	0
	Southbound	Left	0	Approach	1,192	Left	0
		Through	739	Departure	822	Through	1,086
		Right	15			Right	87
	Eastbound	Left	16	Approach	242	Left	131
		Through	0	Departure	171	Through	0
		Right	24			Right	113
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0
	P.M. Peak Hour						
	Northbound	Left	16	Approach	1,200	Left	35
		Through	811	Departure	858	Through	1,184
		Right	0			Right	0
	Southbound	Left	0	Approach	751	Left	0
		Through	537	Departure	1,377	Through	643
		Right	26			Right	91
	Eastbound	Left	14	Approach	410	Left	194
		Through	0	Departure	126	Through	0
		Right	32			Right	215
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	0	Through	0
		Right	0			Right	0

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
10	Etiwanda Avenue/4th St-San Bern. Avenue						
	A.M. Peak Hour						
	Northbound	Left	229	Approach	795	Left	175
		Through	463	Departure	1,210	Through	592
		Right	30			Right	31
	Southbound	Left	36	Approach	1,160	Left	74
		Through	545	Departure	894	Through	842
		Right	158			Right	242
	Eastbound	Left	109	Approach	487	Left	229
		Through	105	Departure	764	Through	177
		Right	64			Right	82
	Westbound	Left	233	Approach	707	Left	286
		Through	285	Departure	282	Through	347
		Right	36			Right	73
	P.M. Peak Hour						
	Northbound	Left	239	Approach	1,244	Left	208
		Through	589	Departure	908	Through	912
		Right	51			Right	124
	Southbound	Left	59	Approach	1,023	Left	191
		Through	450	Departure	1,213	Through	585
		Right	212			Right	247
	Eastbound	Left	191	Approach	1,194	Left	204
		Through	488	Departure	679	Through	818
		Right	257			Right	173
	Westbound	Left	175	Approach	471	Left	151
		Through	290	Departure	1,133	Through	224
		Right	70			Right	96

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
11	Etiwanda Avenue/Valley Boulevard						
	A.M. Peak Hour						
	Northbound	Left	191	Approach	927	Left	183
		Through	674	Departure	1,496	Through	670
		Right	89			Right	74
	Southbound	Left	27	Approach	1,210	Left	33
		Through	732	Departure	795	Through	1,063
		Right	83			Right	114
	Eastbound	Left	7	Approach	143	Left	11
		Through	33	Departure	390	Through	46
		Right	51			Right	86
	Westbound	Left	122	Approach	553	Left	347
		Through	34	Departure	152	Through	93
		Right	40			Right	113
	P.M. Peak Hour						
	Northbound	Left	95	Approach	1,620	Left	137
		Through	791	Departure	1,253	Through	1,125
		Right	100			Right	366
	Southbound	Left	22	Approach	908	Left	75
		Through	844	Departure	1,244	Through	807
		Right	15			Right	21
	Eastbound	Left	43	Approach	641	Left	66
		Through	67	Departure	248	Through	266
		Right	273			Right	308
	Westbound	Left	158	Approach	282	Left	139
		Through	73	Departure	706	Through	90
		Right	44			Right	53

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
12	Etiwanda Avenue/I-10 Westbound Ramps						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	698	Left	0
		Through	534	Departure	1,775	Through	489
		Right	176			Right	213
	Southbound	Left	0	Approach	1,496	Left	0
		Through	672	Departure	927	Through	1,245
		Right	232			Right	247
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	247	Through	0
		Right	0			Right	0
	Westbound	Left	508	Approach	968	Left	530
		Through	0	Departure	213	Through	0
		Right	420			Right	438
	P.M. Peak Hour						
	Northbound	Left	0	Approach	1,809	Left	0
		Through	673	Departure	1,325	Through	1,263
		Right	449			Right	518
	Southbound	Left	0	Approach	1,253	Left	0
		Through	1,020	Departure	1,621	Through	982
		Right	256			Right	297
	Eastbound	Left	0	Approach	0	Left	0
		Through	0	Departure	297	Through	0
		Right	0			Right	0
	Westbound	Left	226	Approach	699	Left	343
		Through	0	Departure	518	Through	0
		Right	314			Right	358

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
13	Etiwanda Avenue/I-10 Eastbound Ramps						
	A.M. Peak Hour						
	Northbound	Left	0	Approach	845	Left	0
		Through	576	Departure	2,214	Through	554
		Right	257			Right	292
	Southbound	Left	0	Approach	1,775	Left	0
		Through	1,123	Departure	698	Through	1,700
		Right	58			Right	74
	Eastbound	Left	134	Approach	658	Left	144
		Through	0	Departure	74	Through	0
		Right	468			Right	514
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	292	Through	0
		Right	0			Right	0
	P.M. Peak Hour						
	Northbound	Left	0	Approach	1,901	Left	0
		Through	958	Departure	1,340	Through	1,427
		Right	470			Right	514
	Southbound	Left	0	Approach	1,325	Left	0
		Through	937	Departure	1,809	Through	1,049
		Right	309			Right	236
	Eastbound	Left	163	Approach	673	Left	382
		Through	0	Departure	236	Through	0
		Right	247			Right	291
	Westbound	Left	0	Approach	0	Left	0
		Through	0	Departure	514	Through	0
		Right	0			Right	0

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
19	Haven Avenue/4th Street						
	A.M. Peak Hour						
	Northbound	Left	182	Approach	2,655	Left	246
		Through	1,820	Departure	1,750	Through	1,517
		Right	458			Right	897
	Southbound	Left	90	Approach	1,715	Left	231
		Through	1,248	Departure	1,725	Through	1,395
		Right	48			Right	85
	Eastbound	Left	77	Approach	617	Left	54
		Through	286	Departure	1,073	Through	473
		Right	126			Right	90
	Westbound	Left	214	Approach	1,161	Left	264
		Through	378	Departure	1,600	Through	742
		Right	127			Right	154
	P.M. Peak Hour						
	Northbound	Left	176	Approach	2,781	Left	144
		Through	1,666	Departure	2,070	Through	1,963
		Right	447			Right	684
	Southbound	Left	217	Approach	2,019	Left	382
		Through	1,727	Departure	2,307	Through	1,516
		Right	119			Right	112
	Eastbound	Left	73	Approach	839	Left	77
		Through	468	Departure	974	Through	641
		Right	180			Right	123
	Westbound	Left	411	Approach	1,419	Left	432
		Through	640	Departure	1,707	Through	718
		Right	165			Right	267

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
20	Milliken Avenue/4th Street						
	A.M. Peak Hour						
	Northbound	Left	265	Approach	966	Left	273
		Through	764	Departure	2,092	Through	655
		Right	106			Right	37
	Southbound	Left	197	Approach	1,609	Left	75
		Through	869	Departure	1,172	Through	1,390
		Right	128			Right	146
	Eastbound	Left	149	Approach	663	Left	244
		Through	250	Departure	1,227	Through	165
		Right	92			Right	254
	Westbound	Left	325	Approach	1,529	Left	448
		Through	822	Departure	276	Through	808
		Right	334			Right	273
	P.M. Peak Hour						
	Northbound	Left	268	Approach	2,525	Left	482
		Through	1,090	Departure	2,011	Through	1,466
		Right	392			Right	576
	Southbound	Left	487	Approach	1,394	Left	331
		Through	1,051	Departure	2,153	Through	937
		Right	152			Right	126
	Eastbound	Left	382	Approach	2,146	Left	459
		Through	877	Departure	1,292	Through	1,151
		Right	311			Right	536
	Westbound	Left	433	Approach	1,450	Left	539
		Through	590	Departure	2,059	Through	684
		Right	262			Right	228

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
21	Etiwanda Avenue/Miller Street						
	A.M. Peak Hour						
	Northbound	Left	147	Approach	729	Left	182
		Through	314	Departure	606	Through	388
		Right	128			Right	158
	Southbound	Left	99	Approach	699	Left	123
		Through	317	Departure	564	Through	392
		Right	148			Right	184
	Eastbound	Left	78	Approach	544	Left	96
		Through	258	Departure	889	Through	320
		Right	104			Right	128
	Westbound	Left	69	Approach	688	Left	86
		Through	423	Departure	601	Through	523
		Right	64			Right	79
	P.M. Peak Hour						
	Northbound	Left	150	Approach	670	Left	166
		Through	329	Departure	452	Through	365
		Right	125			Right	139
	Southbound	Left	31	Approach	408	Left	34
		Through	191	Departure	598	Through	212
		Right	145			Right	161
	Eastbound	Left	185	Approach	975	Left	205
		Through	537	Departure	640	Through	596
		Right	156			Right	173
	Westbound	Left	60	Approach	407	Left	66
		Through	282	Departure	770	Through	313
		Right	25			Right	27

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

	Approach Direction		Traffic Counts	Forecast Future Year Link Volume			Forecast TM Volume
22	Etiwanda Avenue/Slover Avenue						
	A.M. Peak Hour						
	Northbound	Left	75	Approach	792	Left	86
		Through	590	Departure	1,561	Through	625
		Right	58			Right	80
	Southbound	Left	281	Approach	2,276	Left	414
		Through	991	Departure	961	Through	1,404
		Right	380			Right	461
	Eastbound	Left	82	Approach	248	Left	85
		Through	79	Departure	729	Through	108
		Right	42			Right	55
	Westbound	Left	90	Approach	537	Left	102
		Through	188	Departure	602	Through	183
		Right	279			Right	251
	P.M. Peak Hour						
	Northbound	Left	22	Approach	1,300	Left	33
		Through	850	Departure	998	Through	1,146
		Right	75			Right	120
	Southbound	Left	177	Approach	1,127	Left	221
		Through	734	Departure	2,088	Through	840
		Right	60			Right	67
	Eastbound	Left	331	Approach	1,127	Left	458
		Through	347	Departure	222	Through	573
		Right	63			Right	96
	Westbound	Left	51	Approach	668	Left	63
		Through	101	Departure	914	Through	122
		Right	434			Right	483

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
1 . I-15 Southbound Rmp/4th Street						
NBL	64	96	101	167	158	167
NBT	68	71	75	300	308	323
NBR	80	93	98	423	353	423
SBL	175	240	252	83	135	142
SBT	205	220	231	285	309	324
SBR	887	873	887	622	601	622
EBL	384	593	623	927	1,156	1,214
EBT	479	436	479	1,465	1,296	1,465
EBR	67	83	87	123	138	145
WBL	104	119	125	228	230	242
WBT	1,366	1,517	1,593	1,127	1,323	1,389
WBR	150	234	246	297	519	545
North Leg						
Approach	1,267	1,333	1,370	990	1,045	1,088
Departure	602	898	943	1,524	1,983	2,082
Total	1,869	2,231	2,313	2,514	3,028	3,170
South Leg						
Approach	212	260	273	890	819	913
Departure	376	422	443	636	677	711
Total	588	682	716	1,526	1,496	1,624
East Leg						
Approach	1,620	1,870	1,964	1,652	2,072	2,176
Departure	734	769	829	1,971	1,784	2,030
Total	2,354	2,639	2,792	3,623	3,856	4,205
West Leg						
Approach	930	1,112	1,189	2,515	2,590	2,824
Departure	2,317	2,486	2,581	1,916	2,082	2,178
Total	3,247	3,598	3,769	4,431	4,672	5,002
Total Approaches						
Approach	4,029	4,575	4,795	6,047	6,526	7,001
Departure	4,029	4,575	4,795	6,047	6,526	7,001
Total	8,058	9,150	9,591	12,094	13,052	14,002

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
2 . I-15 Northbound Rmp/4th Street						
NBL	106	121	127	127	126	127
NBT	16	22	23	60	76	80
NBR	58	67	70	55	59	62
SBL	365	590	620	155	233	245
SBT	49	73	77	63	71	75
SBR	912	1,117	1,173	777	917	963
EBL	189	189	198	923	845	923
EBT	463	502	527	933	831	933
EBR	83	78	83	110	98	110
WBL	45	47	49	59	78	82
WBT	605	635	667	746	1,049	1,101
WBR	61	97	102	124	247	259
North Leg						
Approach	1,326	1,780	1,869	995	1,221	1,282
Departure	266	308	323	1,107	1,168	1,262
Total	1,592	2,088	2,192	2,102	2,389	2,544
South Leg						
Approach	180	210	221	242	261	269
Departure	177	198	209	232	247	266
Total	357	408	430	474	508	535
East Leg						
Approach	711	779	818	929	1,374	1,443
Departure	886	1,159	1,217	1,143	1,123	1,240
Total	1,597	1,938	2,035	2,072	2,497	2,682
West Leg						
Approach	735	769	809	1,966	1,774	1,966
Departure	1,623	1,873	1,967	1,650	2,092	2,191
Total	2,358	2,642	2,775	3,616	3,866	4,157
Total Approaches						
Approach	2,952	3,538	3,716	4,132	4,630	4,960
Departure	2,952	3,538	3,716	4,132	4,630	4,960
Total	5,904	7,076	7,432	8,264	9,260	9,919

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
3 . Wineville Avenue/4th Street						
NBL	35	42	44	96	108	113
NBT	9	14	15	17	20	21
NBR	8	8	8	8	7	8
SBL	43	50	53	166	153	166
SBT	8	12	13	12	15	16
SBR	78	93	98	172	192	202
EBL	234	275	289	50	51	54
EBT	531	726	762	1,067	1,026	1,067
EBR	120	142	149	30	31	33
WBL	19	23	24	2	2	2
WBT	597	650	683	659	1,088	1,142
WBR	123	149	156	82	95	100
North Leg						
Approach	129	155	163	350	360	383
Departure	366	438	460	149	166	174
Total	495	593	623	499	526	558
South Leg						
Approach	52	64	67	121	135	142
Departure	147	177	186	44	48	50
Total	199	241	253	165	183	193
East Leg						
Approach	739	822	863	743	1,185	1,244
Departure	582	784	823	1,241	1,186	1,241
Total	1,321	1,606	1,686	1,984	2,371	2,485
West Leg						
Approach	885	1,143	1,200	1,147	1,108	1,153
Departure	710	785	824	927	1,388	1,457
Total	1,595	1,928	2,024	2,074	2,496	2,611
Total Approaches						
Approach	1,805	2,184	2,293	2,361	2,788	2,923
Departure	1,805	2,184	2,293	2,361	2,788	2,923
Total	3,610	4,368	4,586	4,722	5,576	5,846

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Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
4 . Barrington Avenue/4th Street						
NBL	32	41	43	97	107	112
NBT	0	0	0	0	0	0
NBR	8	8	8	7	7	7
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	514	459	514	1,165	1,090	1,165
EBR	120	141	148	29	31	33
WBL	16	23	24	2	2	2
WBT	618	724	760	609	867	910
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	40	49	51	104	114	120
Departure	136	164	172	31	33	35
Total	176	213	224	135	147	154
East Leg						
Approach	634	747	784	611	869	912
Departure	522	467	522	1,172	1,097	1,172
Total	1,156	1,214	1,307	1,783	1,966	2,085
West Leg						
Approach	634	600	662	1,194	1,121	1,198
Departure	650	765	803	706	974	1,023
Total	1,284	1,365	1,465	1,900	2,095	2,220
Total Approaches						
Approach	1,308	1,396	1,498	1,909	2,104	2,230
Departure	1,308	1,396	1,498	1,909	2,104	2,230
Total	2,616	2,792	2,996	3,818	4,208	4,459

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
5 . Etiwanda Avenue/Foothill Boulevard						
NBL	175	197	207	350	355	373
NBT	198	268	281	328	388	407
NBR	99	95	99	182	267	280
SBL	106	79	106	38	75	79
SBT	470	435	470	182	259	272
SBR	424	287	424	194	195	205
EBL	93	87	93	440	302	440
EBT	833	612	833	1,268	1,192	1,268
EBR	247	319	335	344	254	344
WBL	266	374	393	111	155	163
WBT	1,356	1,551	1,629	791	895	940
WBR	58	100	105	56	83	87
North Leg						
Approach	1,000	801	1,000	414	529	555
Departure	349	455	479	824	773	935
Total	1,349	1,256	1,479	1,238	1,302	1,490
South Leg						
Approach	472	560	587	860	1,010	1,061
Departure	983	1,128	1,198	637	668	779
Total	1,455	1,688	1,785	1,497	1,678	1,839
East Leg						
Approach	1,680	2,025	2,126	958	1,133	1,190
Departure	1,038	786	1,038	1,488	1,534	1,627
Total	2,718	2,811	3,164	2,446	2,667	2,817
West Leg						
Approach	1,173	1,018	1,261	2,052	1,748	2,052
Departure	1,955	2,035	2,259	1,335	1,445	1,517
Total	3,128	3,053	3,520	3,387	3,193	3,569
Total Approaches						
Approach	4,325	4,404	4,974	4,284	4,420	4,858
Departure	4,325	4,404	4,974	4,284	4,420	4,858
Total	8,650	8,808	9,949	8,568	8,840	9,715

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
6 . Etiwanda Avenue/Arrow Route						
NBL	301	362	380	203	155	203
NBT	140	212	223	710	606	710
NBR	97	54	97	380	121	380
SBL	130	93	130	249	166	249
SBT	689	531	689	245	342	359
SBR	297	480	504	85	114	120
EBL	33	75	79	238	373	392
EBT	262	247	262	918	670	918
EBR	172	168	172	363	425	446
WBL	415	142	415	93	61	93
WBT	937	827	937	496	441	496
WBR	166	149	166	201	211	222
North Leg						
Approach	1,116	1,104	1,323	579	622	728
Departure	339	436	467	1,149	1,190	1,323
Total	1,455	1,540	1,790	1,728	1,812	2,051
South Leg						
Approach	538	628	700	1,293	882	1,293
Departure	1,276	841	1,276	701	828	898
Total	1,814	1,469	1,976	1,994	1,710	2,191
East Leg						
Approach	1,518	1,118	1,518	790	713	811
Departure	489	394	489	1,547	957	1,547
Total	2,007	1,512	2,007	2,337	1,670	2,358
West Leg						
Approach	467	490	513	1,519	1,468	1,756
Departure	1,535	1,669	1,821	784	710	819
Total	2,002	2,159	2,334	2,303	2,178	2,575
Total Approaches						
Approach	3,639	3,340	4,053	4,181	3,685	4,587
Departure	3,639	3,340	4,053	4,181	3,685	4,587
Total	7,278	6,680	8,107	8,362	7,370	9,175

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
7 . Etiwanda Avenue/Whittram Avenue						
NBL	1	1	1	1	1	1
NBT	339	450	473	1,191	815	1,191
NBR	215	180	215	264	316	332
SBL	197	66	197	234	233	234
SBT	1,084	798	1,084	427	580	609
SBR	2	2	2	2	2	2
EBL	1	1	1	0	0	0
EBT	0	0	0	2	2	2
EBR	2	2	2	1	1	1
WBL	249	325	341	161	225	236
WBT	0	0	0	0	0	0
WBR	155	138	155	99	71	99
North Leg						
Approach	1,283	866	1,283	663	815	845
Departure	495	589	629	1,290	886	1,290
Total	1,778	1,455	1,912	1,953	1,701	2,135
South Leg						
Approach	555	631	689	1,456	1,132	1,524
Departure	1,335	1,125	1,427	589	806	846
Total	1,890	1,756	2,116	2,045	1,938	2,370
East Leg						
Approach	404	463	496	260	296	335
Departure	412	246	412	500	551	568
Total	816	709	908	760	847	903
West Leg						
Approach	3	3	3	3	3	3
Departure	3	3	3	3	3	3
Total	6	6	6	6	6	6
Total Approaches						
Approach	2,245	1,963	2,471	2,382	2,246	2,707
Departure	2,245	1,963	2,471	2,382	2,246	2,707
Total	4,490	3,926	4,942	4,764	4,492	5,415

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
8 . Etiwanda Avenue/Napa Street						
NBL	0	57	60	1	27	28
NBT	638	606	638	1,326	1,003	1,326
NBR	200	162	200	87	50	87
SBL	173	61	173	8	139	146
SBT	1,139	950	1,139	656	741	778
SBR	0	49	51	2	25	26
EBL	0	16	17	3	59	62
EBT	0	0	0	0	0	0
EBR	0	18	19	1	68	71
WBL	52	145	152	94	122	128
WBT	0	0	0	0	0	0
WBR	52	77	81	214	109	214
North Leg						
Approach	1,312	1,060	1,363	666	905	950
Departure	690	699	736	1,543	1,171	1,602
Total	2,002	1,759	2,099	2,209	2,076	2,552
South Leg						
Approach	838	825	898	1,414	1,080	1,441
Departure	1,191	1,113	1,310	751	931	978
Total	2,029	1,938	2,208	2,165	2,011	2,419
East Leg						
Approach	104	222	233	308	231	342
Departure	373	223	373	95	189	233
Total	477	445	606	403	420	575
West Leg						
Approach	0	34	36	4	127	133
Departure	0	106	111	3	52	55
Total	0	140	147	7	179	188
Total Approaches						
Approach	2,254	2,141	2,530	2,392	2,343	2,867
Departure	2,254	2,141	2,530	2,392	2,343	2,867
Total	4,508	4,282	5,060	4,784	4,686	5,734

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
9 . Etiwanda Avenue/6th Street						
NBL	84	37	84	35	19	35
NBT	691	780	819	1,184	1,093	1,184
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	1,086	1,085	1,086	643	863	906
SBR	87	21	87	91	31	91
EBL	131	23	131	194	20	194
EBT	0	0	0	0	0	0
EBR	113	37	113	215	44	215
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	1,173	1,106	1,173	734	894	997
Departure	822	803	950	1,378	1,113	1,378
Total	1,995	1,909	2,123	2,112	2,007	2,375
South Leg						
Approach	775	817	903	1,219	1,112	1,219
Departure	1,199	1,122	1,199	858	907	1,121
Total	1,974	1,939	2,102	2,077	2,019	2,340
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	244	60	244	409	64	409
Departure	171	58	171	126	50	126
Total	415	118	415	535	114	535
Total Approaches						
Approach	2,192	1,983	2,320	2,362	2,070	2,625
Departure	2,192	1,983	2,320	2,362	2,070	2,625
Total	4,384	3,966	4,640	4,724	4,140	5,250

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
10 . Etiwanda Avenue/4th St-San Bern. Avenue						
NBL	175	291	306	208	290	305
NBT	592	714	750	912	778	912
NBR	31	48	50	124	72	124
SBL	74	61	74	191	92	191
SBT	842	795	842	585	682	716
SBR	242	241	242	247	325	341
EBL	229	202	229	204	252	265
EBT	177	168	177	818	572	818
EBR	82	105	110	173	352	370
WBL	286	342	359	151	225	236
WBT	347	364	382	224	359	377
WBR	73	58	73	96	77	96
North Leg						
Approach	1,158	1,097	1,158	1,023	1,099	1,248
Departure	894	974	1,052	1,212	1,107	1,273
Total	2,052	2,071	2,210	2,235	2,206	2,521
South Leg						
Approach	798	1,053	1,106	1,244	1,140	1,341
Departure	1,210	1,242	1,311	909	1,259	1,322
Total	2,008	2,295	2,417	2,153	2,399	2,662
East Leg						
Approach	706	764	814	471	661	709
Departure	282	277	301	1,133	736	1,133
Total	988	1,041	1,116	1,604	1,397	1,842
West Leg						
Approach	488	475	516	1,195	1,176	1,452
Departure	764	896	930	679	974	1,023
Total	1,252	1,371	1,446	1,874	2,150	2,475
Total Approaches						
Approach	3,150	3,389	3,594	3,933	4,076	4,750
Departure	3,150	3,389	3,594	3,933	4,076	4,750
Total	6,300	6,778	7,188	7,866	8,152	9,501

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
11 . Etiwanda Avenue/Valley Boulevard						
NBL	183	259	272	137	117	137
NBT	670	1,010	1,061	1,125	1,053	1,125
NBR	74	120	126	366	124	366
SBL	33	37	39	75	29	75
SBT	1,063	1,054	1,063	807	1,173	1,232
SBR	114	113	114	21	20	21
EBL	11	9	11	66	54	66
EBT	46	44	46	266	82	266
EBR	86	69	86	308	338	355
WBL	347	165	347	139	194	204
WBT	93	47	93	90	90	95
WBR	113	55	113	53	55	58
North Leg						
Approach	1,210	1,204	1,216	903	1,222	1,328
Departure	794	1,074	1,185	1,244	1,162	1,249
Total	2,004	2,278	2,400	2,147	2,384	2,576
South Leg						
Approach	927	1,389	1,458	1,628	1,294	1,628
Departure	1,496	1,288	1,496	1,254	1,705	1,790
Total	2,423	2,677	2,954	2,882	2,999	3,418
East Leg						
Approach	553	267	553	282	339	356
Departure	153	201	211	707	235	707
Total	706	468	764	989	574	1,063
West Leg						
Approach	143	122	143	640	474	687
Departure	390	419	479	248	227	253
Total	533	541	622	888	701	939
Total Approaches						
Approach	2,833	2,982	3,370	3,453	3,329	3,999
Departure	2,833	2,982	3,370	3,453	3,329	3,999
Total	5,666	5,964	6,741	6,906	6,658	7,997

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
12 . Etiwanda Avenue/I-10 Westbound Ramps						
NBL	0	0	0	0	0	0
NBT	489	804	844	1,263	871	1,263
NBR	213	351	369	518	620	651
SBL	0	0	0	0	0	0
SBT	1,245	919	1,245	982	1,314	1,380
SBR	247	431	453	297	407	427
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	530	642	674	343	329	343
WBT	0	0	0	0	0	0
WBR	438	520	546	358	393	413
North Leg						
Approach	1,492	1,350	1,698	1,279	1,721	1,807
Departure	927	1,324	1,390	1,621	1,264	1,676
Total	2,419	2,674	3,088	2,900	2,985	3,483
South Leg						
Approach	702	1,155	1,213	1,781	1,491	1,914
Departure	1,775	1,561	1,919	1,325	1,643	1,723
Total	2,477	2,716	3,132	3,106	3,134	3,637
East Leg						
Approach	968	1,162	1,220	701	722	756
Departure	213	351	369	518	620	651
Total	1,181	1,513	1,589	1,219	1,342	1,407
West Leg						
Approach	0	0	0	0	0	0
Departure	247	431	453	297	407	427
Total	247	431	453	297	407	427
Total Approaches						
Approach	3,162	3,667	4,130	3,761	3,934	4,477
Departure	3,162	3,667	4,130	3,761	3,934	4,477
Total	6,324	7,334	8,261	7,522	7,868	8,953

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
13 . Etiwanda Avenue/I-10 Eastbound Ramps						
NBL	0	0	0	0	0	0
NBT	554	856	899	1,427	1,231	1,427
NBR	292	391	411	514	628	659
SBL	0	0	0	0	0	0
SBT	1,700	1,419	1,700	1,049	1,239	1,301
SBR	74	122	128	236	402	422
EBL	144	288	302	382	254	382
EBT	0	0	0	0	0	0
EBR	514	725	761	291	404	424
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	1,774	1,541	1,828	1,285	1,641	1,723
Departure	698	1,144	1,201	1,809	1,485	1,809
Total	2,472	2,685	3,029	3,094	3,126	3,532
South Leg						
Approach	846	1,247	1,309	1,941	1,859	2,086
Departure	2,214	2,144	2,461	1,340	1,643	1,725
Total	3,060	3,391	3,771	3,281	3,502	3,812
East Leg						
Approach	0	0	0	0	0	0
Departure	292	391	411	514	628	659
Total	292	391	411	514	628	659
West Leg						
Approach	658	1,013	1,064	673	658	806
Departure	74	122	128	236	402	422
Total	732	1,135	1,192	909	1,060	1,228
Total Approaches						
Approach	3,278	3,801	4,201	3,899	4,158	4,616
Departure	3,278	3,801	4,201	3,899	4,158	4,616
Total	6,556	7,602	8,402	7,798	8,316	9,231

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
14 . Driveway 1/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	224	235	0	189	198
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	222	233	0	231	243
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	0	222	233	0	231	243
Departure	0	224	235	0	189	198
Total	0	446	468	0	420	441
West Leg						
Approach	0	224	235	0	189	198
Departure	0	222	233	0	231	243
Total	0	446	468	0	420	441
Total Approaches						
Approach	0	446	468	0	420	441
Departure	0	446	468	0	420	441
Total	0	892	937	0	840	882

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
15 . Driveway 2/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	224	235	0	189	198
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	222	233	0	231	243
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	0	222	233	0	231	243
Departure	0	224	235	0	189	198
Total	0	446	468	0	420	441
West Leg						
Approach	0	224	235	0	189	198
Departure	0	222	233	0	231	243
Total	0	446	468	0	420	441
Total Approaches						
Approach	0	446	468	0	420	441
Departure	0	446	468	0	420	441
Total	0	892	937	0	840	882

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
16 . Driveway 3/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	224	235	0	189	198
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	222	233	0	231	243
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	0	222	233	0	231	243
Departure	0	224	235	0	189	198
Total	0	446	468	0	420	441
West Leg						
Approach	0	224	235	0	189	198
Departure	0	222	233	0	231	243
Total	0	446	468	0	420	441
Total Approaches						
Approach	0	446	468	0	420	441
Departure	0	446	468	0	420	441
Total	0	892	937	0	840	882

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
17 . Driveway 4/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	224	235	0	189	198
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	222	233	0	231	243
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	0	222	233	0	231	243
Departure	0	224	235	0	189	198
Total	0	446	468	0	420	441
West Leg						
Approach	0	224	235	0	189	198
Departure	0	222	233	0	231	243
Total	0	446	468	0	420	441
Total Approaches						
Approach	0	446	468	0	420	441
Departure	0	446	468	0	420	441
Total	0	892	937	0	840	882

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
18 . Driveway 5/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	4	4	0	2	2
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	228	239	0	191	201
EBR	0	0	0	0	0	0
WBL	0	1	1	0	5	5
WBT	0	223	234	0	236	248
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	4	4	0	2	2
Departure	0	1	1	0	5	5
Total	0	5	5	0	7	7
East Leg						
Approach	0	224	235	0	241	253
Departure	0	232	244	0	193	203
Total	0	456	479	0	434	456
West Leg						
Approach	0	228	239	0	191	201
Departure	0	223	234	0	236	248
Total	0	451	474	0	427	448
Total Approaches						
Approach	0	456	479	0	434	456
Departure	0	456	479	0	434	456
Total	0	912	958	0	868	911

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
19 . Haven Avenue/4th Street						
NBL	246	202	246	144	186	195
NBT	1,517	2,154	2,262	1,963	2,112	2,218
NBR	897	585	897	684	670	684
SBL	231	112	231	382	245	382
SBT	1,395	1,721	1,807	1,516	2,069	2,172
SBR	85	62	85	112	135	142
EBL	54	90	95	77	85	89
EBT	473	337	473	641	514	641
EBR	90	139	146	123	190	200
WBL	264	419	440	432	571	600
WBT	742	436	742	718	701	718
WBR	154	152	154	267	183	267
North Leg						
Approach	1,711	1,895	2,123	2,010	2,449	2,696
Departure	1,725	2,396	2,510	2,307	2,380	2,574
Total	3,436	4,291	4,633	4,317	4,829	5,270
South Leg						
Approach	2,660	2,941	3,405	2,791	2,968	3,097
Departure	1,749	2,279	2,393	2,071	2,830	2,972
Total	4,409	5,220	5,798	4,862	5,798	6,068
East Leg						
Approach	1,160	1,007	1,336	1,417	1,455	1,585
Departure	1,601	1,034	1,601	1,707	1,429	1,707
Total	2,761	2,041	2,937	3,124	2,884	3,292
West Leg						
Approach	617	566	713	841	789	930
Departure	1,073	700	1,073	974	1,022	1,055
Total	1,690	1,266	1,786	1,815	1,811	1,985
Total Approaches						
Approach	6,148	6,409	7,577	7,059	7,661	8,307
Departure	6,148	6,409	7,577	7,059	7,661	8,307
Total	12,296	12,818	15,154	14,118	15,322	16,615

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
20 . Milliken Avenue/4th Street						
NBL	273	314	330	482	355	482
NBT	655	901	946	1,466	1,301	1,466
NBR	37	123	129	576	418	576
SBL	75	397	417	331	642	674
SBT	1,390	1,106	1,390	937	1,211	1,272
SBR	146	141	146	126	163	171
EBL	244	166	244	459	404	459
EBT	165	410	431	1,151	1,040	1,151
EBR	254	170	254	536	373	536
WBL	448	364	448	539	462	539
WBT	808	987	1,036	684	765	803
WBR	273	445	467	228	458	481
North Leg						
Approach	1,611	1,644	1,953	1,394	2,016	2,117
Departure	1,172	1,512	1,657	2,153	2,163	2,406
Total	2,783	3,156	3,610	3,547	4,179	4,523
South Leg						
Approach	965	1,338	1,405	2,524	2,074	2,524
Departure	2,092	1,640	2,092	2,012	2,046	2,347
Total	3,057	2,978	3,497	4,536	4,120	4,871
East Leg						
Approach	1,529	1,796	1,952	1,451	1,685	1,823
Departure	277	930	977	2,058	2,100	2,401
Total	1,806	2,726	2,928	3,509	3,785	4,224
West Leg						
Approach	663	746	929	2,146	1,817	2,146
Departure	1,227	1,442	1,512	1,292	1,283	1,456
Total	1,890	2,188	2,441	3,438	3,100	3,602
Total Approaches						
Approach	4,768	5,524	6,238	7,515	7,592	8,610
Departure	4,768	5,524	6,238	7,515	7,592	8,610
Total	9,536	11,048	12,476	15,030	15,184	17,220

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
21 . Etiwanda Avenue/Miller Street						
NBL	182	164	182	166	161	166
NBT	388	354	388	365	367	385
NBR	158	133	158	139	131	139
SBL	123	104	123	34	32	34
SBT	392	361	392	212	223	234
SBR	184	160	184	161	157	161
EBL	96	88	96	205	198	205
EBT	320	277	320	596	567	596
EBR	128	114	128	173	168	173
WBL	86	73	86	66	62	66
WBT	523	447	523	313	299	313
WBR	79	68	79	27	26	27
North Leg						
Approach	699	625	699	407	412	429
Departure	563	510	563	597	591	617
Total	1,262	1,135	1,262	1,004	1,003	1,047
South Leg						
Approach	728	651	728	670	659	690
Departure	606	548	606	451	453	473
Total	1,334	1,199	1,334	1,121	1,112	1,164
East Leg						
Approach	688	588	688	406	387	406
Departure	601	514	601	769	730	769
Total	1,289	1,102	1,289	1,175	1,117	1,175
West Leg						
Approach	544	479	544	974	933	974
Departure	889	771	889	640	617	640
Total	1,433	1,250	1,433	1,614	1,550	1,614
Total Approaches						
Approach	2,659	2,343	2,659	2,457	2,391	2,500
Departure	2,659	2,343	2,659	2,457	2,391	2,500
Total	5,318	4,686	5,318	4,914	4,782	4,999

Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
22 . Etiwanda Avenue/Slover Avenue						
NBL	86	118	124	33	46	48
NBT	625	732	769	1,146	980	1,146
NBR	80	89	93	120	109	120
SBL	414	414	435	221	384	403
SBT	1,404	1,234	1,404	840	1,116	1,172
SBR	461	495	520	67	143	150
EBL	85	107	112	458	336	458
EBT	108	134	141	573	449	573
EBR	55	79	83	96	96	101
WBL	102	141	148	63	87	91
WBT	183	253	266	122	170	179
WBR	251	410	431	483	541	568
North Leg						
Approach	2,279	2,143	2,358	1,128	1,643	1,725
Departure	961	1,249	1,311	2,087	1,857	2,172
Total	3,240	3,392	3,670	3,215	3,500	3,897
South Leg						
Approach	791	939	986	1,299	1,135	1,314
Departure	1,561	1,454	1,635	999	1,299	1,364
Total	2,352	2,393	2,621	2,298	2,434	2,678
East Leg						
Approach	536	804	844	668	798	838
Departure	602	637	669	914	942	1,096
Total	1,138	1,441	1,513	1,582	1,740	1,934
West Leg						
Approach	248	320	336	1,127	881	1,132
Departure	730	866	909	222	359	377
Total	978	1,186	1,245	1,349	1,240	1,509
Total Approaches						
Approach	3,854	4,206	4,525	4,222	4,457	5,009
Departure	3,854	4,206	4,525	4,222	4,457	5,009
Total	7,708	8,412	9,049	8,444	8,914	10,018

Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
1 . I-15 Southbound Rmp/4th Street												
NBL	101	5.0%	96	5	8	104	167	0.8%	166	1	2	168
NBT	75	3.4%	72	3	5	77	323	0.8%	321	2	4	325
NBR	98	6.2%	92	6	12	104	423	0.0%	423	0	0	423
SBL	252	8.9%	229	23	67	296	142	18.5%	116	26	76	192
SBT	231	0.5%	230	1	2	232	324	0.0%	324	0	0	324
SBR	887	1.0%	878	9	24	902	622	1.8%	611	11	31	642
EBL	623	14.2%	534	89	217	751	1,214	1.9%	1,191	23	66	1,257
EBT	479	8.6%	438	41	87	525	1,465	2.9%	1,423	42	96	1,519
EBR	87	4.0%	84	3	5	89	145	0.0%	145	0	0	145
WBL	125	2.2%	122	3	6	128	242	0.0%	242	0	0	242
WBT	1,593	5.6%	1,503	90	217	1,720	1,389	4.2%	1,331	58	131	1,462
WBR	246	23.6%	188	58	143	331	545	2.7%	530	15	36	566
North Leg												
Approach	1,370		1,337	33	93	1,430	1,088		1,051	37	107	1,158
Departure	943		793	150	365	1,159	2,082		2,042	40	106	2,148
Total	2,313		2,130	183	458	2,589	3,170		3,093	77	213	3,306
South Leg												
Approach	273		259	14	25	285	913		910	3	6	916
Departure	443		436	7	13	449	711		711	0	0	711
Total	716		695	21	38	734	1,624		1,621	3	6	1,627
East Leg												
Approach	1,964		1,813	151	366	2,179	2,176		2,103	73	167	2,270
Departure	829		759	70	166	925	2,030		1,962	68	172	2,134
Total	2,792		2,571	221	532	3,104	4,205		4,064	141	339	4,404
West Leg												
Approach	1,189		1,056	133	309	1,365	2,824		2,759	65	162	2,921
Departure	2,581		2,477	104	249	2,726	2,178		2,108	70	164	2,272
Total	3,769		3,532	237	558	4,091	5,002		4,867	135	326	5,193
Total Approaches												
Approach	4,795		4,464	331	793	5,259	7,001		6,823	178	442	7,265
Departure	4,795		4,464	331	793	5,259	7,001		6,823	178	442	7,265
Total	9,591		8,929	662	1586	10,518	14,002		13,646	356	884	14,530

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Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
2 . I-15 Northbound Rmp/4th Street												
NBL	127	5.4%	120	7	18	138	127	5.1%	121	6	13	134
NBT	23	5.6%	22	1	2	24	80	0.0%	80	0	0	80
NBR	70	8.3%	64	6	17	81	62	2.0%	61	1	2	63
SBL	620	11.6%	548	72	192	740	245	8.3%	225	20	52	277
SBT	77	7.3%	71	6	15	86	75	5.3%	71	4	8	79
SBR	1,173	4.6%	1,119	54	139	1,258	963	3.1%	934	29	80	1,014
EBL	198	3.3%	191	7	13	204	923	0.9%	915	8	21	936
EBT	527	12.8%	459	68	165	624	933	5.1%	886	47	111	997
EBR	83	1.6%	82	1	2	84	110	3.7%	106	4	7	113
WBL	49	5.4%	46	3	8	54	82	0.0%	82	0	0	82
WBT	667	11.5%	590	77	178	768	1,101	4.8%	1,048	53	111	1,159
WBR	102	21.2%	80	22	54	134	259	2.8%	252	7	18	270
North Leg												
Approach	1,869		1,737	132	346	2,084	1,282		1,229	53	140	1,370
Departure	323		293	30	69	362	1,262		1,247	15	39	1,286
Total	2,192		2,030	162	415	2,446	2,544		2,476	68	179	2,656
South Leg												
Approach	221		207	14	37	243	269		262	7	15	277
Departure	209		199	10	25	224	266		258	8	15	274
Total	430		406	24	62	467	535		520	15	30	551
East Leg												
Approach	818		716	102	240	956	1,443		1,383	60	129	1,511
Departure	1,217		1,071	146	374	1,445	1,240		1,172	68	165	1,337
Total	2,035		1,787	248	614	2,401	2,682		2,554	128	294	2,848
West Leg												
Approach	809		733	76	180	912	1,966		1,907	59	139	2,046
Departure	1,967		1,829	138	335	2,164	2,191		2,103	88	204	2,307
Total	2,775		2,561	214	515	3,076	4,157		4,010	147	343	4,353
Total Approaches												
Approach	3,716		3,392	324	803	4,195	4,960		4,781	179	423	5,204
Departure	3,716		3,392	324	803	4,195	4,960		4,781	179	423	5,204
Total	7,432		6,784	648	1606	8,390	9,919		9,561	358	846	10,408

Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
3 . Wineville Avenue/4th Street												
NBL	44	12.0%	39	5	12	51	113	4.7%	108	5	11	119
NBT	15	12.0%	13	2	5	18	21	4.7%	20	1	2	22
NBR	8	12.0%	7	1	2	9	8	4.7%	8	0	0	8
SBL	53	12.0%	47	6	14	61	166	4.7%	158	8	18	176
SBT	13	12.0%	11	2	5	16	16	4.7%	15	1	2	17
SBR	98	12.0%	86	12	29	115	202	4.7%	193	9	21	214
EBL	289	12.0%	254	35	83	337	54	4.7%	51	3	7	58
EBT	762	12.0%	671	91	217	888	1,067	4.7%	1,017	50	114	1,131
EBR	149	12.0%	131	18	43	174	33	4.7%	31	2	5	36
WBL	24	12.0%	21	3	7	28	2	4.7%	2	0	0	2
WBT	683	12.0%	601	82	195	796	1,142	4.7%	1,088	54	123	1,211
WBR	156	12.0%	137	19	45	182	100	4.7%	95	5	11	106
North Leg												
Approach	163		143	20	48	192	383		365	18	41	407
Departure	460		404	56	133	537	174		165	9	20	186
Total	623		547	76	181	729	558		531	27	61	593
South Leg												
Approach	67		59	8	19	78	142		136	6	13	149
Departure	186		163	23	55	218	50		47	3	7	55
Total	253		222	31	74	296	193		184	9	20	204
East Leg												
Approach	863		759	104	247	1,006	1,244		1,185	59	134	1,319
Departure	823		725	98	233	958	1,241		1,183	58	132	1,315
Total	1,686		1,484	202	480	1,964	2,485		2,368	117	266	2,634
West Leg												
Approach	1,200		1,056	144	343	1,399	1,153		1,098	55	126	1,225
Departure	824		725	99	236	962	1,457		1,389	68	155	1,544
Total	2,024		1,781	243	579	2,361	2,611		2,488	123	281	2,769
Total Approaches												
Approach	2,293		2,017	276	657	2,675	2,923		2,785	138	314	3,100
Departure	2,293		2,017	276	657	2,675	2,923		2,785	138	314	3,100
Total	4,586		4,034	552	1314	5,350	5,846		5,570	276	628	6,200

Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
4 . Barrington Avenue/4th Street												
NBL	43	12.0%	38	5	12	50	112	4.7%	107	5	11	118
NBT	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
NBR	8	12.0%	7	1	2	9	7	4.7%	7	0	0	7
SBL	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
SBT	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
SBR	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
EBL	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
EBT	514	12.0%	453	61	145	598	1,165	4.7%	1,110	55	126	1,236
EBR	148	12.0%	130	18	43	173	33	4.7%	31	2	5	36
WBL	24	12.0%	21	3	7	28	2	4.7%	2	0	0	2
WBT	760	12.0%	669	91	217	886	910	4.7%	867	43	98	965
WBR	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
North Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
South Leg												
Approach	51		45	6	14	59	120		115	5	11	125
Departure	172		151	21	50	201	35		33	2	5	38
Total	224		197	27	64	260	154		147	7	16	163
East Leg												
Approach	784		690	94	224	914	912		869	43	98	967
Departure	522		460	62	147	607	1,172		1,117	55	126	1,243
Total	1,307		1,151	156	371	1,521	2,085		1,987	98	224	2,210
West Leg												
Approach	662		583	79	188	771	1,198		1,141	57	131	1,272
Departure	803		707	96	229	936	1,023		975	48	109	1,083
Total	1,465		1,290	175	417	1,707	2,220		2,115	105	240	2,355
Total Approaches												
Approach	1,498		1,319	179	426	1,744	2,230		2,125	105	240	2,364
Departure	1,498		1,319	179	426	1,744	2,230		2,125	105	240	2,364
Total	2,996		2,638	358	852	3,488	4,459		4,249	210	480	4,728

Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
5 . Etiwanda Avenue/Foothill Boulevard												
NBL	207	16.0%	174	33	77	251	373	5.2%	354	19	47	401
NBT	281	4.0%	270	11	17	287	407	0.9%	403	4	7	410
NBR	99	1.4%	98	1	2	100	280	1.8%	275	5	13	288
SBL	106	0.0%	106	0	0	106	79	1.6%	78	1	2	80
SBT	470	1.9%	461	9	15	476	272	7.6%	251	21	41	292
SBR	424	0.4%	422	2	4	426	205	0.6%	204	1	2	206
EBL	93	1.3%	92	1	2	94	440	0.0%	440	0	0	440
EBT	833	6.5%	779	54	115	894	1,268	2.0%	1,243	25	41	1,284
EBR	335	19.8%	269	66	176	445	344	6.9%	320	24	61	381
WBL	393	1.9%	386	7	18	404	163	8.5%	149	14	29	178
WBT	1,629	3.1%	1,578	51	107	1,685	940	2.5%	916	24	56	972
WBR	105	0.0%	105	0	0	105	87	0.0%	87	0	0	87
North Leg												
Approach	1,000		989	11	19	1,008	555		532	23	45	578
Departure	479		467	12	19	486	935		931	4	7	937
Total	1,479		1,456	23	38	1,494	1,490		1,463	27	52	1,515
South Leg												
Approach	587		542	45	96	638	1,061		1,033	28	67	1,099
Departure	1,198		1,116	82	209	1,325	779		720	59	131	851
Total	1,785		1,658	127	305	1,963	1,839		1,752	87	198	1,950
East Leg												
Approach	2,126		2,068	58	125	2,194	1,190		1,152	38	85	1,237
Departure	1,038		983	55	117	1,100	1,627		1,596	31	56	1,652
Total	3,164		3,051	113	242	3,294	2,817		2,748	69	141	2,889
West Leg												
Approach	1,261		1,140	121	293	1,433	2,052		2,003	49	102	2,105
Departure	2,259		2,173	86	188	2,362	1,517		1,473	44	105	1,579
Total	3,520		3,313	207	481	3,795	3,569		3,476	93	207	3,684
Total Approaches												
Approach	4,974		4,739	235	533	5,273	4,858		4,720	138	299	5,019
Departure	4,974		4,739	235	533	5,273	4,858		4,720	138	299	5,019
Total	9,949		9,479	470	1066	10,546	9,715		9,439	276	598	10,038

Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
6 . Etiwanda Avenue/Arrow Route												
NBL	380	9.3%	345	35	93	438	203	11.3%	180	23	64	244
NBT	223	14.6%	190	33	72	262	710	2.7%	691	19	44	735
NBR	97	15.8%	82	15	40	122	380	2.7%	370	10	17	387
SBL	130	5.5%	123	7	12	135	249	2.0%	244	5	15	259
SBT	689	6.8%	642	47	114	756	359	16.2%	301	58	123	424
SBR	504	4.0%	484	20	56	540	120	1.9%	118	2	5	123
EBL	79	11.5%	70	9	21	91	392	0.3%	391	1	3	394
EBT	262	4.6%	250	12	22	272	918	0.5%	914	4	7	921
EBR	172	15.2%	146	26	70	216	446	11.4%	395	51	124	519
WBL	415	12.1%	365	50	114	479	93	5.9%	88	5	10	98
WBT	937	3.3%	906	31	66	972	496	2.0%	486	10	21	507
WBR	166	6.0%	156	10	23	179	222	3.6%	214	8	20	234
North Leg												
Approach	1,323		1,249	74	182	1,431	728		663	65	143	806
Departure	467		415	52	116	532	1,323		1,295	28	67	1,363
Total	1,790		1,664	126	298	1,963	2,051		1,958	93	210	2,169
South Leg												
Approach	700		617	83	205	822	1,293		1,241	52	125	1,366
Departure	1,276		1,153	123	298	1,451	898		784	114	257	1,041
Total	1,976		1,770	206	503	2,273	2,191		2,025	166	382	2,407
East Leg												
Approach	1,518		1,427	91	203	1,630	811		788	23	51	839
Departure	489		455	34	74	529	1,547		1,528	19	39	1,567
Total	2,007		1,882	125	277	2,159	2,358		2,316	42	90	2,406
West Leg												
Approach	513		466	47	113	579	1,756		1,700	56	134	1,834
Departure	1,821		1,735	86	215	1,950	819		784	35	90	874
Total	2,334		2,201	133	328	2,529	2,575		2,484	91	224	2,708
Total Approaches												
Approach	4,053		3,758	295	703	4,462	4,587		4,391	196	453	4,845
Departure	4,053		3,758	295	703	4,462	4,587		4,391	196	453	4,845
Total	8,107		7,517	590	1406	8,924	9,175		8,783	392	906	9,690

Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
7 . Etiwanda Avenue/Whittram Avenue												
NBL	1	0.0%	1	0	0	1	1	0.0%	1	0	0	1
NBT	473	19.5%	381	92	216	597	1,191	6.0%	1,119	72	165	1,284
NBR	215	18.8%	175	40	102	277	332	23.6%	254	78	160	414
SBL	197	5.2%	187	10	27	214	234	5.7%	221	13	28	249
SBT	1,084	13.2%	941	143	329	1,270	609	22.3%	473	136	315	788
SBR	2	0.0%	2	0	0	2	2	0.0%	2	0	0	2
EBL	1	0.0%	1	0	0	1	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	2	0.0%	2	0	0	2
EBR	2	0.0%	2	0	0	2	1	0.0%	1	0	0	1
WBL	341	18.5%	278	63	158	436	236	15.7%	199	37	86	285
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	155	3.9%	149	6	13	162	99	1.5%	97	2	6	103
North Leg												
Approach	1,283		1,130	153	356	1,486	845		696	149	343	1,039
Departure	629		531	98	229	760	1,290		1,216	74	171	1,387
Total	1,912		1,661	251	585	2,246	2,135		1,912	223	514	2,426
South Leg												
Approach	689		557	132	318	875	1,524		1,374	150	325	1,699
Departure	1,427		1,221	206	487	1,708	846		673	173	401	1,074
Total	2,116		1,778	338	805	2,583	2,370		2,047	323	726	2,773
East Leg												
Approach	496		427	69	171	598	335		296	39	92	388
Departure	412		362	50	129	491	568		477	91	188	665
Total	908		789	119	300	1,089	903		773	130	280	1,053
West Leg												
Approach	3		3	0	0	3	3		3	0	0	3
Departure	3		3	0	0	3	3		3	0	0	3
Total	6		6	0	0	6	6		6	0	0	6
Total Approaches												
Approach	2,471		2,117	354	845	2,962	2,707		2,369	338	760	3,129
Departure	2,471		2,117	354	845	2,962	2,707		2,369	338	760	3,129
Total	4,942		4,234	708	1690	5,924	5,415		4,739	676	1520	6,258

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Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
8 . Etiwanda Avenue/Napa Street												
NBL	60	0.0%	60	0	0	60	28	0.0%	28	0	0	28
NBT	638	13.2%	554	84	211	765	1,326	7.8%	1,222	104	225	1,447
NBR	200	66.7%	67	133	318	385	87	81.8%	16	71	174	190
SBL	173	50.0%	86	87	170	256	146	92.3%	11	135	290	301
SBT	1,139	13.8%	981	158	382	1,363	778	12.1%	684	94	226	910
SBR	51	0.0%	51	0	0	51	26	0.0%	26	0	0	26
EBL	17	0.0%	17	0	0	17	62	0.0%	62	0	0	62
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	19	0.0%	19	0	0	19	71	0.0%	71	0	0	71
WBL	152	93.3%	10	142	342	352	128	54.1%	59	69	143	202
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	81	91.4%	7	74	164	171	214	50.7%	105	109	231	336
North Leg												
Approach	1,363		1,118	245	552	1,670	950		721	229	516	1,237
Departure	736		578	158	375	953	1,602		1,389	213	456	1,845
Total	2,099		1,696	403	927	2,623	2,552		2,110	442	972	3,082
South Leg												
Approach	898		681	217	529	1,210	1,441		1,266	175	399	1,665
Departure	1,310		1,010	300	724	1,734	978		815	163	369	1,183
Total	2,208		1,691	517	1253	2,944	2,419		2,081	338	768	2,848
East Leg												
Approach	233		17	216	506	523	342		164	178	374	538
Departure	373		153	220	488	641	233		27	206	464	491
Total	606		170	436	994	1,164	575		191	384	838	1,029
West Leg												
Approach	36		36	0	0	36	133		133	0	0	133
Departure	111		111	0	0	111	55		55	0	0	54
Total	147		147	0	0	147	188		188	0	0	187
Total Approaches												
Approach	2,530		1,852	678	1587	3,439	2,867		2,285	582	1289	3,573
Departure	2,530		1,852	678	1587	3,439	2,867		2,285	582	1289	3,573
Total	5,060		3,704	1,356	3174	6,878	5,734		4,570	1,164	2578	7,146

Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
9 . Etiwanda Avenue/6th Street												
NBL	84	20.9%	66	18	42	108	35	13.0%	30	5	11	41
NBT	819	20.9%	648	171	396	1,044	1,184	13.0%	1,030	154	343	1,373
NBR	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
SBL	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
SBT	1,086	20.9%	859	227	526	1,385	906	13.0%	788	118	263	1,051
SBR	87	20.9%	69	18	42	111	91	13.0%	79	12	27	106
EBL	131	20.9%	104	27	63	167	194	13.0%	169	25	56	225
EBT	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
EBR	113	20.9%	89	24	56	145	215	13.0%	187	28	62	249
WBL	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
WBT	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
WBR	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
North Leg												
Approach	1,173		928	245	568	1,496	997		867	130	290	1,157
Departure	950		752	198	459	1,211	1,378		1,199	179	399	1,598
Total	2,123		1,680	443	1027	2,707	2,375		2,066	309	689	2,755
South Leg												
Approach	903		714	189	438	1,152	1,219		1,060	159	354	1,414
Departure	1,199		948	251	582	1,530	1,121		975	146	325	1,300
Total	2,102		1,662	440	1020	2,682	2,340		2,035	305	679	2,714
East Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
West Leg												
Approach	244		193	51	119	312	409		356	53	118	474
Departure	171		135	36	84	219	126		109	17	38	147
Total	415		328	87	203	531	535		465	70	156	621
Total Approaches												
Approach	2,320		1,835	485	1125	2,960	2,625		2,283	342	762	3,045
Departure	2,320		1,835	485	1125	2,960	2,625		2,283	342	762	3,045
Total	4,640		3,670	970	2250	5,920	5,250		4,566	684	1524	6,090

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Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
10 . Etiwanda Avenue/4th St-San Bern. Avenue												
NBL	306	10.0%	275	31	80	355	305	8.8%	278	27	63	341
NBT	750	17.5%	619	131	346	965	912	11.4%	808	104	253	1,061
NBR	50	26.7%	37	13	39	76	124	21.6%	97	27	71	168
SBL	74	33.3%	49	25	69	118	191	39.0%	117	74	148	265
SBT	842	20.0%	674	168	424	1,098	716	14.0%	616	100	249	865
SBR	242	11.4%	214	28	70	284	341	4.7%	325	16	32	357
EBL	229	17.4%	189	40	97	286	265	3.7%	255	10	20	275
EBT	177	18.1%	145	32	86	231	818	4.9%	778	40	92	870
EBR	110	25.0%	82	28	74	156	370	16.3%	310	60	153	463
WBL	359	22.7%	277	82	231	508	236	14.9%	201	35	90	291
WBT	382	9.5%	346	36	91	437	377	7.2%	350	27	62	412
WBR	73	27.8%	53	20	46	99	96	1.4%	95	1	2	97
North Leg												
Approach	1,158		937	221	563	1,500	1,248		1,058	190	429	1,487
Departure	1,052		861	191	489	1,350	1,273		1,158	115	275	1,433
Total	2,210		1,798	412	1052	2,850	2,521		2,216	305	704	2,920
South Leg												
Approach	1,106		931	175	465	1,396	1,341		1,183	158	387	1,570
Departure	1,311		1,033	278	729	1,762	1,322		1,127	195	492	1,619
Total	2,417		1,964	453	1194	3,158	2,662		2,309	353	879	3,189
East Leg												
Approach	814		676	138	368	1,044	709		646	63	154	800
Departure	301		231	70	194	425	1,133		992	141	311	1,303
Total	1,116		908	208	562	1,469	1,842		1,638	204	465	2,103
West Leg												
Approach	516		416	100	257	673	1,452		1,342	110	265	1,608
Departure	930		835	95	241	1,076	1,023		953	70	157	1,110
Total	1,446		1,251	195	498	1,749	2,475		2,295	180	422	2,718
Total Approaches												
Approach	3,594		2,960	634	1653	4,613	4,750		4,229	521	1235	5,465
Departure	3,594		2,960	634	1653	4,613	4,750		4,229	521	1235	5,465
Total	7,188		5,920	1,268	3306	9,226	9,501		8,459	1,042	2470	10,930

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Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
11 . Etiwanda Avenue/Valley Boulevard												
NBL	272	19.4%	219	53	135	354	137	12.1%	120	17	43	163
NBT	1,061	19.4%	856	205	522	1,378	1,125	12.1%	989	136	346	1,335
NBR	126	19.4%	102	24	61	163	366	12.1%	322	44	112	434
SBL	39	19.4%	31	8	20	51	75	12.1%	66	9	23	89
SBT	1,063	19.4%	857	206	525	1,382	1,232	12.1%	1,083	149	379	1,462
SBR	114	19.4%	92	22	56	148	21	12.1%	18	3	8	26
EBL	11	19.4%	9	2	5	14	66	12.1%	58	8	20	78
EBT	46	19.4%	37	9	23	60	266	12.1%	234	32	81	315
EBR	86	19.4%	69	17	43	112	355	12.1%	312	43	109	421
WBL	347	19.4%	280	67	171	451	204	12.1%	179	25	64	243
WBT	93	19.4%	75	18	46	121	95	12.1%	84	11	28	112
WBR	113	19.4%	91	22	56	147	58	12.1%	51	7	18	69
North Leg												
Approach	1,216		980	236	601	1,581	1,328		1,167	161	410	1,577
Departure	1,185		956	229	583	1,539	1,249		1,098	151	384	1,482
Total	2,400		1,935	465	1184	3,120	2,576		2,264	312	794	3,059
South Leg												
Approach	1,458		1,176	282	718	1,895	1,628		1,431	197	501	1,932
Departure	1,496		1,206	290	739	1,945	1,790		1,573	217	552	2,126
Total	2,954		2,382	572	1457	3,840	3,418		3,004	414	1053	4,058
East Leg												
Approach	553		446	107	273	719	356		313	43	110	424
Departure	211		170	41	104	274	707		622	85	216	838
Total	764		616	148	377	993	1,063		935	128	326	1,262
West Leg												
Approach	143		115	28	71	186	687		604	83	210	814
Departure	479		386	93	237	623	253		222	31	79	301
Total	622		501	121	308	809	939		825	114	289	1,115
Total Approaches												
Approach	3,370		2,717	653	1663	4,381	3,999		3,515	484	1231	4,747
Departure	3,370		2,717	653	1663	4,381	3,999		3,515	484	1231	4,747
Total	6,741		5,435	1,306	3326	8,762	7,997		7,029	968	2462	9,494

Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
12 . Etiwanda Avenue/I-10 Westbound Ramps												
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	844	21.4%	663	181	436	1,099	1,263	10.0%	1,137	126	315	1,452
NBR	369	44.2%	206	163	440	646	651	11.7%	575	76	211	786
SBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	1,245	18.5%	1,015	230	562	1,577	1,380	13.0%	1,200	180	423	1,623
SBR	453	42.3%	262	191	491	753	427	18.3%	349	78	197	546
EBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBL	674	8.2%	619	55	147	766	343	17.9%	282	61	157	439
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	546	8.7%	499	47	118	617	413	10.7%	369	44	112	481
North Leg												
Approach	1,698		1,277	421	1053	2,330	1,807		1,549	258	620	2,169
Departure	1,390		1,162	228	554	1,716	1,676		1,506	170	427	1,933
Total	3,088		2,439	649	1607	4,046	3,483		3,055	428	1047	4,102
South Leg												
Approach	1,213		869	344	876	1,745	1,914		1,712	202	526	2,238
Departure	1,919		1,634	285	709	2,343	1,723		1,482	241	580	2,062
Total	3,132		2,503	629	1585	4,088	3,637		3,194	443	1106	4,300
East Leg												
Approach	1,220		1,118	102	265	1,383	756		651	105	269	920
Departure	369		206	163	440	646	651		575	76	211	786
Total	1,589		1,324	265	705	2,029	1,407		1,226	181	480	1,706
West Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	453		262	191	491	753	427		349	78	197	546
Total	453		262	191	491	753	427		349	78	197	546
Total Approaches												
Approach	4,130		3,263	867	2194	5,458	4,477		3,912	565	1415	5,327
Departure	4,130		3,263	867	2194	5,458	4,477		3,912	565	1415	5,327
Total	8,261		6,527	1,734	4388	10,916	8,953		7,823	1,130	2830	10,654

Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
13 . Etiwanda Avenue/I-10 Eastbound Ramps												
NBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
NBT	899	21.9%	702	197	495	1,197	1,427	9.4%	1,294	133	345	1,639
NBR	411	27.0%	300	111	275	575	659	13.4%	571	88	227	798
SBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
SBT	1,700	10.7%	1,518	182	447	1,965	1,301	14.4%	1,114	187	463	1,577
SBR	128	56.9%	55	73	186	241	422	10.6%	377	45	108	485
EBL	302	43.2%	171	131	340	511	382	17.9%	314	68	176	490
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	761	19.4%	613	148	404	1,017	424	24.2%	321	103	267	588
WBL	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
North Leg												
Approach	1,828		1,573	255	633	2,206	1,723		1,491	232	571	2,062
Departure	1,201		873	328	835	1,708	1,809		1,608	201	521	2,129
Total	3,029		2,446	583	1468	3,914	3,532		3,099	433	1092	4,191
South Leg												
Approach	1,309		1,001	308	770	1,772	2,086		1,865	221	572	2,437
Departure	2,461		2,131	330	851	2,982	1,725		1,435	290	730	2,165
Total	3,771		3,133	638	1621	4,754	3,812		3,301	511	1302	4,602
East Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	411		300	111	275	575	659		571	88	227	798
Total	411		300	111	275	575	659		571	88	227	798
West Leg												
Approach	1,064		785	279	744	1,528	806		635	171	443	1,078
Departure	128		55	73	186	241	422		377	45	108	485
Total	1,192		840	352	930	1,769	1,228		1,012	216	551	1,563
Total Approaches												
Approach	4,201		3,359	842	2147	5,506	4,616		3,992	624	1586	5,577
Departure	4,201		3,359	842	2147	5,506	4,616		3,992	624	1586	5,577
Total	8,402		6,718	1,684	4294	11,012	9,231		7,983	1,248	3172	11,154

Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
19 . Haven Avenue/4th Street												
NBL	246	5.4%	233	13	28	261	195	2.6%	190	5	8	198
NBT	2,262	5.4%	2,140	122	263	2,403	2,218	2.6%	2,159	59	97	2,256
NBR	897	5.4%	849	48	104	953	684	2.6%	666	18	30	696
SBL	231	5.4%	219	12	26	245	382	2.6%	372	10	16	388
SBT	1,807	5.4%	1,710	97	209	1,919	2,172	2.6%	2,115	57	93	2,208
SBR	85	5.4%	80	5	11	91	142	2.6%	138	4	7	145
EBL	95	5.4%	90	5	11	101	89	2.6%	87	2	3	90
EBT	473	5.4%	448	25	54	502	641	2.6%	624	17	28	652
EBR	146	5.4%	138	8	17	155	200	2.6%	195	5	8	203
WBL	440	5.4%	416	24	52	468	600	2.6%	584	16	26	610
WBT	742	5.4%	702	40	86	788	718	2.6%	699	19	31	730
WBR	154	5.4%	146	8	17	163	267	2.6%	260	7	11	271
North Leg												
Approach	2,123		2,009	114	246	2,255	2,696		2,625	71	116	2,741
Departure	2,510		2,375	135	291	2,667	2,574		2,506	68	111	2,617
Total	4,633		4,384	249	537	4,922	5,270		5,131	139	227	5,358
South Leg												
Approach	3,405		3,222	183	395	3,617	3,097		3,015	82	135	3,150
Departure	2,393		2,264	129	278	2,542	2,972		2,894	78	127	3,021
Total	5,798		5,486	312	673	6,159	6,068		5,908	160	262	6,171
East Leg												
Approach	1,336		1,264	72	155	1,419	1,585		1,543	42	68	1,611
Departure	1,601		1,516	85	184	1,700	1,707		1,662	45	74	1,736
Total	2,937		2,780	157	339	3,119	3,292		3,205	87	142	3,347
West Leg												
Approach	713		675	38	82	758	930		906	24	39	945
Departure	1,073		1,015	58	125	1,140	1,055		1,027	28	46	1,073
Total	1,786		1,690	96	207	1,898	1,985		1,933	52	85	2,018
Total Approaches												
Approach	7,577		7,170	407	878	8,049	8,307		8,088	219	358	8,447
Departure	7,577		7,170	407	878	8,049	8,307		8,088	219	358	8,447
Total	15,154		14,340	814	1756	16,098	16,615		16,177	438	716	16,894

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Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
20 . Milliken Avenue/4th Street												
NBL	330	5.4%	312	18	39	351	482	2.6%	469	13	21	490
NBT	946	5.4%	895	51	110	1,005	1,466	2.6%	1,427	39	64	1,491
NBR	129	5.4%	122	7	15	137	576	2.6%	561	15	25	586
SBL	417	5.4%	395	22	47	442	674	2.6%	656	18	30	686
SBT	1,390	5.4%	1,315	75	162	1,477	1,272	2.6%	1,238	34	56	1,294
SBR	146	5.4%	138	8	17	155	171	2.6%	166	5	8	174
EBL	244	5.4%	231	13	28	259	459	2.6%	447	12	20	467
EBT	431	5.4%	408	23	50	458	1,151	2.6%	1,121	30	49	1,170
EBR	254	5.4%	240	14	30	270	536	2.6%	522	14	23	545
WBL	448	5.4%	424	24	52	476	539	2.6%	525	14	23	548
WBT	1,036	5.4%	980	56	121	1,101	803	2.6%	782	21	34	816
WBR	467	5.4%	442	25	54	496	481	2.6%	468	13	21	489
North Leg												
Approach	1,953		1,848	105	226	2,074	2,117		2,060	57	94	2,154
Departure	1,657		1,568	89	192	1,760	2,406		2,342	64	105	2,447
Total	3,610		3,416	194	418	3,834	4,523		4,402	121	199	4,601
South Leg												
Approach	1,405		1,329	76	164	1,493	2,524		2,457	67	110	2,567
Departure	2,092		1,979	113	244	2,223	2,347		2,285	62	102	2,387
Total	3,497		3,308	189	408	3,716	4,871		4,742	129	212	4,954
East Leg												
Approach	1,952		1,847	105	227	2,073	1,823		1,775	48	78	1,853
Departure	977		925	52	112	1,037	2,401		2,338	63	104	2,442
Total	2,928		2,771	157	339	3,110	4,224		4,113	111	182	4,295
West Leg												
Approach	929		879	50	108	987	2,146		2,090	56	92	2,182
Departure	1,512		1,430	82	177	1,607	1,456		1,417	39	63	1,480
Total	2,441		2,309	132	285	2,594	3,602		3,507	95	155	3,662
Total Approaches												
Approach	6,238		5,902	336	725	6,627	8,610		8,382	228	374	8,756
Departure	6,238		5,902	336	725	6,627	8,610		8,382	228	374	8,756
Total	12,476		11,804	672	1450	13,254	17,220		16,764	456	748	17,512

Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
21 . Etiwanda Avenue/Miller Street												
NBL	182	3.6%	175	7	15	190	166	0.0%	166	0	0	166
NBT	388	2.0%	380	8	23	403	385	0.6%	382	3	9	391
NBR	158	0.0%	158	0	0	158	139	0.0%	139	0	0	139
SBL	123	1.1%	122	1	2	124	34	0.0%	34	0	0	34
SBT	392	2.0%	384	8	23	407	234	2.2%	229	5	15	244
SBR	184	0.7%	183	1	3	186	161	0.0%	161	0	0	161
EBL	96	1.4%	95	1	3	98	205	0.0%	205	0	0	205
EBT	320	1.2%	316	4	9	325	596	0.2%	595	1	3	598
EBR	128	1.0%	127	1	2	129	173	0.7%	172	1	3	175
WBL	86	0.0%	86	0	0	86	66	0.0%	66	0	0	66
WBT	523	0.8%	519	4	8	527	313	0.0%	313	0	0	313
WBR	79	1.7%	78	1	2	80	27	0.0%	27	0	0	27
North Leg												
Approach	699		689	10	28	717	429		424	5	15	439
Departure	563		553	10	28	581	617		614	3	9	623
Total	1,262		1,242	20	56	1,298	1,047		1,039	8	24	1,062
South Leg												
Approach	728		713	15	38	751	690		687	3	9	696
Departure	606		597	9	25	622	473		467	6	18	485
Total	1,334		1,310	24	63	1,373	1,164		1,155	9	27	1,181
East Leg												
Approach	688		683	5	10	693	406		406	0	0	406
Departure	601		596	5	11	607	769		768	1	3	771
Total	1,289		1,279	10	21	1,300	1,175		1,174	1	3	1,177
West Leg												
Approach	544		538	6	14	552	974		972	2	6	978
Departure	889		877	12	26	903	640		640	0	0	640
Total	1,433		1,415	18	40	1,455	1,614		1,612	2	6	1,618
Total Approaches												
Approach	2,659		2,623	36	90	2,713	2,500		2,490	10	30	2,519
Departure	2,659		2,623	36	90	2,713	2,500		2,490	10	30	2,519
Total	5,318		5,246	72	180	5,426	4,999		4,979	20	60	5,038

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Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
22 . Etiwanda Avenue/Slover Avenue												
NBL	124	27.1%	90	34	81	171	48	38.1%	30	18	50	80
NBT	769	27.9%	555	214	536	1,091	1,146	13.7%	989	157	415	1,404
NBR	93	40.7%	55	38	85	140	120	25.7%	89	31	79	168
SBL	435	22.1%	339	96	237	576	403	39.8%	243	160	388	631
SBT	1,404	19.5%	1,130	274	674	1,804	1,172	15.6%	989	183	462	1,451
SBR	520	12.1%	457	63	148	605	150	33.9%	99	51	123	222
EBL	112	41.6%	65	47	110	175	458	9.4%	415	43	104	519
EBT	141	37.8%	88	53	123	211	573	14.8%	488	85	209	697
EBR	83	48.7%	43	40	107	150	101	23.7%	77	24	70	147
WBL	148	28.6%	106	42	116	222	91	39.6%	55	36	95	150
WBT	266	19.3%	215	51	119	334	179	30.5%	125	54	143	268
WBR	431	37.5%	269	162	407	676	568	13.5%	491	77	193	684
North Leg												
Approach	2,358		1,925	433	1059	2,985	1,725		1,331	394	973	2,304
Departure	1,311		888	423	1053	1,942	2,172		1,895	277	712	2,607
Total	3,670		2,814	856	2112	4,927	3,897		3,226	671	1685	4,911
South Leg												
Approach	986		700	286	702	1,402	1,314		1,108	206	544	1,652
Departure	1,635		1,279	356	897	2,176	1,364		1,121	243	627	1,748
Total	2,621		1,979	642	1599	3,578	2,678		2,229	449	1171	3,400
East Leg												
Approach	844		589	255	642	1,232	838		671	167	431	1,102
Departure	669		482	187	445	927	1,096		820	276	676	1,496
Total	1,513		1,071	442	1087	2,159	1,934		1,491	443	1107	2,598
West Leg												
Approach	336		196	140	340	536	1,132		980	152	383	1,363
Departure	909		761	148	348	1,110	377		254	123	316	570
Total	1,245		957	288	688	1,646	1,509		1,234	275	699	1,933
Total Approaches												
Approach	4,525		3,411	1,114	2743	6,155	5,009		4,090	919	2331	6,421
Departure	4,525		3,411	1,114	2743	6,155	5,009		4,090	919	2331	6,421
Total	9,049		6,821	2,228	5486	12,310	10,018		8,180	1,838	4662	12,842

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Table B-12
Balance of Year 2040 Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
1 I-15 Southbound Rmp/4th Street						
NBL	104		104	168		168
NBT	77		77	325		325
NBR	104		104	423		423
SBL	296		296	192		192
SBT	232		232	324		324
SBR	902		902	642		642
EBL	751		751	1,257		1,257
EBT	525		525	1,519		1,519
EBR	89		89	145		145
WBL	128		128	242		242
WBT	1,720		1,720	1,462		1,462
WBR	331		331	566		566
North Leg						
Approach	1,430	0	1,430	1,158	0	1,158
Departure	1,159	0	1,159	2,148	0	2,148
Total	2,589	0	2,589	3,306	0	3,306
South Leg						
Approach	285	0	285	916	0	916
Departure	449	0	449	711	0	711
Total	734	0	734	1,627	0	1,627
East Leg						
Approach	2,179	0	2,179	2,270	0	2,270
Departure	925	0	925	2,134	0	2,134
Total	3,104	0	3,104	4,404	0	4,404
West Leg						
Approach	1,365	0	1,365	2,921	0	2,921
Departure	2,726	0	2,726	2,272	0	2,272
Total	4,091	0	4,091	5,193	0	5,193
Total Approaches						
Approach	5,259	0	5,259	7,265	0	7,265
Departure	5,259	0	5,259	7,265	0	7,265
Total	10,518	0	10,518	14,530	0	14,530

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Table B-12
Balance of Year 2040 Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

		A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
		PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
2	I-15 Northbound Rmp/4th Street						
NBL		138	1	139	134	-2	132
NBT		24		24	80		80
NBR		81		81	63		63
SBL		740		740	277		277
SBT		86		86	79		79
SBR		1,258	9	1,267	1,014	-16	998
EBL		204	3	207	936	40	976
EBT		624	9	633	997	43	1,040
EBR		84	1	85	113	5	118
WBL		54		54	82		82
WBT		768	5	773	1,159	-19	1,140
WBR		134		134	270		270
North Leg							
	Approach	2,084	9	2,093	1,370	-16	1,354
	Departure	362	3	365	1,286	40	1,326
	Total	2,446	12	2,458	2,656	24	2,680
South Leg							
	Approach	243	1	244	277	-2	275
	Departure	224	1	225	274	5	279
	Total	467	2	469	551	3	554
East Leg							
	Approach	956	5	961	1,511	-19	1,492
	Departure	1,445	9	1,454	1,337	43	1,380
	Total	2,401	14	2,415	2,848	24	2,872
West Leg							
	Approach	912	13	925	2,046	88	2,134
	Departure	2,164	15	2,179	2,307	-37	2,270
	Total	3,076	28	3,104	4,353	51	4,404
Total Approaches							
	Approach	4,195	28	4,223	5,204	51	5,255
	Departure	4,195	28	4,223	5,204	51	5,255
	Total	8,390	56	8,446	10,408	102	10,510

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Table B-12
Balance of Year 2040 Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
2 I-15 Northbound Rmp/4th Street						
NBL	139		139	132		132
NBT	24		24	80		80
NBR	81		81	63		63
SBL	740		740	277		277
SBT	86		86	79		79
SBR	1,267		1,267	998		998
EBL	207		207	976		976
EBT	633		633	1,040		1,040
EBR	85		85	118		118
WBL	54		54	82		82
WBT	773		773	1,140		1,140
WBR	134		134	270		270
North Leg						
Approach	2,093	0	2,093	1,354	0	1,354
Departure	365	0	365	1,326	0	1,326
Total	2,458	0	2,458	2,680	0	2,680
South Leg						
Approach	244	0	244	275	0	275
Departure	225	0	225	279	0	279
Total	469	0	469	554	0	554
East Leg						
Approach	961	0	961	1,492	0	1,492
Departure	1,454	0	1,454	1,380	0	1,380
Total	2,415	0	2,415	2,872	0	2,872
West Leg						
Approach	925	0	925	2,134	0	2,134
Departure	2,179	0	2,179	2,270	0	2,270
Total	3,104	0	3,104	4,404	0	4,404
Total Approaches						
Approach	4,223	0	4,223	5,255	0	5,255
Departure	4,223	0	4,223	5,255	0	5,255
Total	8,446	0	8,446	10,510	0	10,510

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Table B-12
Balance of Year 2040 Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
3 Wineville Avenue/4th Street						
NBL	51		51	119	-4	115
NBT	18		18	22		22
NBR	9		9	8		8
SBL	61		61	176		176
SBT	16		16	17		17
SBR	115		115	214	-7	207
EBL	337	13	350	58	7	65
EBT	888	35	923	1,131	143	1,274
EBR	174	7	181	36	5	41
WBL	28		28	2		2
WBT	796	-1	795	1,211	-41	1,170
WBR	182		182	106		106
North Leg						
Approach	192	0	192	407	-7	400
Departure	537	13	550	186	7	193
Total	729	13	742	593	0	593
South Leg						
Approach	78	0	78	149	-4	145
Departure	218	7	225	55	5	60
Total	296	7	303	204	1	205
East Leg						
Approach	1,006	-1	1,005	1,319	-41	1,278
Departure	958	35	993	1,315	143	1,458
Total	1,964	34	1,998	2,634	102	2,736
West Leg						
Approach	1,399	55	1,454	1,225	155	1,380
Departure	962	-1	961	1,544	-52	1,492
Total	2,361	54	2,415	2,769	103	2,872
Total Approaches						
Approach	2,675	54	2,729	3,100	103	3,203
Departure	2,675	54	2,729	3,100	103	3,203
Total	5,350	108	5,458	6,200	206	6,406

Table B-12
Balance of Year 2040 Peak Hour Volumes

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
9 Etiwanda Avenue/6th Street						
NBL	108		108	41		41
NBT	1,044	-1	1,043	1,373	58	1,431
NBR	0		0	0		0
SBL	0		0	0		0
SBT	1,385	220	1,605	1,051	24	1,075
SBR	111	18	129	106	2	108
EBL	167		167	225	9	234
EBT	0		0	0		0
EBR	145		145	249		249
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	1,496	238	1,734	1,157	26	1,183
Departure	1,211	-1	1,210	1,598	67	1,665
Total	2,707	237	2,944	2,755	93	2,848
South Leg						
Approach	1,152	-1	1,151	1,414	58	1,472
Departure	1,530	220	1,750	1,300	24	1,324
Total	2,682	219	2,901	2,714	82	2,796
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	312	0	312	474	9	483
Departure	219	18	237	147	2	149
Total	531	18	549	621	11	632
Total Approaches						
Approach	2,960	237	3,197	3,045	93	3,138
Departure	2,960	237	3,197	3,045	93	3,138
Total	5,920	474	6,394	6,090	186	6,276

Table B-12
Balance of Year 2040 Peak Hour Volumes

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
11 Etiwanda Avenue/Valley Boulevard						
NBL	354		354	163		163
NBT	1,378	-128	1,250	1,335	79	1,414
NBR	163		163	434		434
SBL	51	6	57	89	2	91
SBT	1,382	158	1,540	1,462	39	1,501
SBR	148	17	165	26	1	27
EBL	14	-1	13	78	5	83
EBT	60		60	315		315
EBR	112		112	421		421
WBL	451		451	243		243
WBT	121		121	112		112
WBR	147	-14	133	69	4	73
North Leg						
Approach	1,581	181	1,762	1,577	42	1,619
Departure	1,539	-143	1,396	1,482	88	1,570
Total	3,120	38	3,158	3,059	130	3,189
South Leg						
Approach	1,895	-128	1,767	1,932	79	2,011
Departure	1,945	158	2,103	2,126	39	2,165
Total	3,840	30	3,870	4,058	118	4,176
East Leg						
Approach	719	-14	705	424	4	428
Departure	274	6	280	838	2	840
Total	993	-8	985	1,262	6	1,268
West Leg						
Approach	186	-1	185	814	5	819
Departure	623	17	640	301	1	302
Total	809	16	825	1,115	6	1,121
Total Approaches						
Approach	4,381	38	4,419	4,747	130	4,877
Departure	4,381	38	4,419	4,747	130	4,877
Total	8,762	76	8,838	9,494	260	9,754

Table B-12
Balance of Year 2040 Peak Hour Volumes

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
12 Etiwanda Avenue/I-10 Westbound Ramps						
NBL	0		0	0		0
NBT	1,099	33	1,132	1,452	59	1,511
NBR	646		646	786		786
SBL	0		0	0		0
SBT	1,577	-154	1,423	1,623	-3	1,620
SBR	753	-73	680	546	-1	545
EBL	0		0	0		0
EBT	0		0	0		0
EBR	0		0	0		0
WBL	766		766	439		439
WBT	0		0	0		0
WBR	617	18	635	481	19	500
North Leg						
Approach	2,330	-227	2,103	2,169	-4	2,165
Departure	1,716	51	1,767	1,933	78	2,011
Total	4,046	-176	3,870	4,102	74	4,176
South Leg						
Approach	1,745	33	1,778	2,238	59	2,297
Departure	2,343	-154	2,189	2,062	-3	2,059
Total	4,088	-121	3,967	4,300	56	4,356
East Leg						
Approach	1,383	18	1,401	920	19	939
Departure	646	0	646	786	0	786
Total	2,029	18	2,047	1,706	19	1,725
West Leg						
Approach	0	0	0	0	0	0
Departure	753	-73	680	546	-1	545
Total	753	-73	680	546	-1	545
Total Approaches						
Approach	5,458	-176	5,282	5,327	74	5,401
Departure	5,458	-176	5,282	5,327	74	5,401
Total	10,916	-352	10,564	10,654	148	10,802

Table B-12
Balance of Year 2040 Peak Hour Volumes

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
13 Etiwanda Avenue/I-10 Eastbound Ramps						
NBL	0		0	0		0
NBT	1,197	49	1,246	1,639	129	1,768
NBR	575		575	798		798
SBL	0		0	0		0
SBT	1,965	-15	1,950	1,577	-2	1,575
SBR	241	-2	239	485	-1	484
EBL	511	21	532	490	39	529
EBT	0		0	0		0
EBR	1,017		1,017	588		588
WBL	0		0	0		0
WBT	0		0	0		0
WBR	0		0	0		0
North Leg						
Approach	2,206	-17	2,189	2,062	-3	2,059
Departure	1,708	70	1,778	2,129	168	2,297
Total	3,914	53	3,967	4,191	165	4,356
South Leg						
Approach	1,772	49	1,821	2,437	129	2,566
Departure	2,982	-15	2,967	2,165	-2	2,163
Total	4,754	34	4,788	4,602	127	4,729
East Leg						
Approach	0	0	0	0	0	0
Departure	575	0	575	798	0	798
Total	575	0	575	798	0	798
West Leg						
Approach	1,528	21	1,549	1,078	39	1,117
Departure	241	-2	239	485	-1	484
Total	1,769	19	1,788	1,563	38	1,601
Total Approaches						
Approach	5,506	53	5,559	5,577	165	5,742
Departure	5,506	53	5,559	5,577	165	5,742
Total	11,012	106	11,118	11,154	330	11,484

Table B-12
Balance of Year 2040 Peak Hour Volumes

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
22 Etiwanda Avenue/Slover Avenue						
NBL	171		171	80		80
NBT	1,091	-68	1,023	1,404	-22	1,382
NBR	140		140	168		168
SBL	576	-3	573	631	-39	592
SBT	1,804	-11	1,793	1,451	-89	1,362
SBR	605	-4	601	222	-14	208
EBL	175	-11	164	519	-8	511
EBT	211		211	697		697
EBR	150		150	147		147
WBL	222		222	150		150
WBT	334		334	268		268
WBR	676	-42	634	684	-11	673
North Leg						
Approach	2,985	-18	2,967	2,304	-142	2,162
Departure	1,942	-121	1,821	2,607	-41	2,566
Total	4,927	-139	4,788	4,911	-183	4,728
South Leg						
Approach	1,402	-68	1,334	1,652	-22	1,630
Departure	2,176	-11	2,165	1,748	-89	1,659
Total	3,578	-79	3,499	3,400	-111	3,289
East Leg						
Approach	1,232	-42	1,190	1,102	-11	1,091
Departure	927	-3	924	1,496	-39	1,457
Total	2,159	-45	2,114	2,598	-50	2,548
West Leg						
Approach	536	-11	525	1,363	-8	1,355
Departure	1,110	-4	1,106	570	-14	556
Total	1,646	-15	1,631	1,933	-22	1,911
Total Approaches						
Approach	6,155	-139	6,016	6,421	-183	6,238
Departure	6,155	-139	6,016	6,421	-183	6,238
Total	12,310	-278	12,032	12,842	-366	12,476

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
1. I-15 Southbound Rmp/4th Street						
NBL	101	0	101	167	0	167
NBT	75	0	75	323	0	323
NBR	98	0	98	423	0	423
SBL	252	0	252	142	0	142
SBT	231	0	231	324	0	324
SBR	887	0	887	622	0	622
EBL	623	0	623	1,214	0	1,214
EBT	479	38	517	1,465	25	1,490
EBR	87	0	87	145	0	145
WBL	125	0	125	242	0	242
WBT	1,593	9	1,602	1,389	40	1,429
WBR	246	11	257	545	25	570
North Leg						
Approach	1,370	0	1,370	1,088	0	1,088
Departure	943	11	954	2,082	25	2,107
Total	2,313	11	2,324	3,170	25	3,195
South Leg						
Approach	273	0	273	913	0	913
Departure	443	0	443	711	0	711
Total	716	0	716	1,624	0	1,624
East Leg						
Approach	1,964	20	1,984	2,176	65	2,241
Departure	829	38	867	2,030	25	2,055
Total	2,792	58	2,850	4,205	90	4,295
West Leg						
Approach	1,189	38	1,227	2,824	25	2,849
Departure	2,581	9	2,590	2,178	40	2,218
Total	3,769	47	3,816	5,002	65	5,067
Total Approaches						
Approach	4,795	58	4,853	7,001	90	7,091
Departure	4,795	58	4,853	7,001	90	7,091
Total	9,591	116	9,707	14,002	180	14,182

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
2 . I-15 Northbound Rmp/4th Street						
NBL	139	0	139	132	0	132
NBT	24	0	24	80	0	80
NBR	81	0	81	63	0	63
SBL	740	24	764	277	19	296
SBT	86	0	86	79	0	79
SBR	1,267	0	1,267	998	0	998
EBL	207	0	207	976	0	976
EBT	633	38	671	1,040	25	1,065
EBR	85	0	85	118	0	118
WBL	54	0	54	82	0	82
WBT	773	19	792	1,140	65	1,205
WBR	134	0	134	270	0	270
North Leg						
Approach	2,093	24	2,117	1,354	19	1,373
Departure	365	0	365	1,326	0	1,326
Total	2,458	24	2,482	2,680	19	2,699
South Leg						
Approach	244	0	244	275	0	275
Departure	225	0	225	279	0	279
Total	469	0	469	554	0	554
East Leg						
Approach	961	19	980	1,492	65	1,557
Departure	1,454	62	1,516	1,380	44	1,424
Total	2,415	81	2,496	2,872	109	2,981
West Leg						
Approach	925	38	963	2,134	25	2,159
Departure	2,179	19	2,198	2,270	65	2,335
Total	3,104	57	3,161	4,404	90	4,494
Total Approaches						
Approach	4,223	81	4,304	5,255	109	5,364
Departure	4,223	81	4,304	5,255	109	5,364
Total	8,446	162	8,608	10,510	218	10,728

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
3 . Wineville Avenue/4th Street						
NBL	51	0	51	115	0	115
NBT	18	0	18	22	0	22
NBR	9	0	9	8	0	8
SBL	61	0	61	176	0	176
SBT	16	0	16	17	0	17
SBR	115	0	115	207	0	207
EBL	350	0	350	65	0	65
EBT	923	63	986	1,274	44	1,318
EBR	181	0	181	41	0	41
WBL	28	0	28	2	0	2
WBT	795	19	814	1,170	65	1,235
WBR	182	0	182	106	0	106
North Leg						
Approach	192	0	192	400	0	400
Departure	550	0	550	193	0	193
Total	742	0	742	593	0	593
South Leg						
Approach	78	0	78	145	0	145
Departure	225	0	225	60	0	60
Total	303	0	303	205	0	205
East Leg						
Approach	1,005	19	1,024	1,278	65	1,343
Departure	993	63	1,056	1,458	44	1,502
Total	1,998	82	2,080	2,736	109	2,845
West Leg						
Approach	1,454	63	1,517	1,380	44	1,424
Departure	961	19	980	1,492	65	1,557
Total	2,415	82	2,497	2,872	109	2,981
Total Approaches						
Approach	2,729	82	2,811	3,203	109	3,312
Departure	2,729	82	2,811	3,203	109	3,312
Total	5,458	164	5,622	6,406	218	6,624

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
4 . Barrington Avenue/4th Street						
NBL	43	0	43	112	0	112
NBT	0	0	0	0	0	0
NBR	8	0	8	7	0	7
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	514	63	577	1,165	44	1,209
EBR	148	0	148	33	0	33
WBL	24	0	24	2	0	2
WBT	760	19	779	910	65	975
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	51	0	51	120	0	120
Departure	172	0	172	35	0	35
Total	224	0	224	154	0	154
East Leg						
Approach	784	19	803	912	65	977
Departure	522	63	585	1,172	44	1,216
Total	1,307	82	1,389	2,085	109	2,194
West Leg						
Approach	662	63	725	1,198	44	1,242
Departure	803	19	822	1,023	65	1,088
Total	1,465	82	1,547	2,220	109	2,329
Total Approaches						
Approach	1,498	82	1,580	2,230	109	2,339
Departure	1,498	82	1,580	2,230	109	2,339
Total	2,996	164	3,160	4,459	218	4,677

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
5 . Etiwanda Avenue/Foothill Boulevard						
NBL	207	9	216	373	32	405
NBT	281	9	290	407	40	447
NBR	99	2	101	280	11	291
SBL	106	0	106	79	0	79
SBT	470	38	508	272	25	297
SBR	424	0	424	205	0	205
EBL	93	0	93	440	0	440
EBT	833	0	833	1,268	0	1,268
EBR	335	31	366	344	21	365
WBL	393	10	403	163	7	170
WBT	1,629	0	1,629	940	0	940
WBR	105	0	105	87	0	87
North Leg						
Approach	1,000	38	1,038	555	25	580
Departure	479	9	488	935	40	975
Total	1,479	47	1,526	1,490	65	1,555
South Leg						
Approach	587	20	607	1,061	83	1,144
Departure	1,198	79	1,277	779	53	832
Total	1,785	99	1,884	1,839	136	1,975
East Leg						
Approach	2,126	10	2,136	1,190	7	1,197
Departure	1,038	2	1,040	1,627	11	1,638
Total	3,164	12	3,176	2,817	18	2,835
West Leg						
Approach	1,261	31	1,292	2,052	21	2,073
Departure	2,259	9	2,268	1,517	32	1,549
Total	3,520	40	3,560	3,569	53	3,622
Total Approaches						
Approach	4,974	99	5,073	4,858	136	4,994
Departure	4,974	99	5,073	4,858	136	4,994
Total	9,949	198	10,147	9,715	272	9,987

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
6 . Etiwanda Avenue/Arrow Route						
NBL	380	6	386	203	29	232
NBT	223	21	244	710	86	796
NBR	97	2	99	380	11	391
SBL	130	0	130	249	0	249
SBT	689	83	772	359	56	415
SBR	504	0	504	120	0	120
EBL	79	0	79	392	0	392
EBT	262	0	262	918	0	918
EBR	172	28	200	446	18	464
WBL	415	10	425	93	7	100
WBT	937	0	937	496	0	496
WBR	166	0	166	222	0	222
North Leg						
Approach	1,323	83	1,406	728	56	784
Departure	467	21	488	1,323	86	1,409
Total	1,790	104	1,894	2,051	142	2,193
South Leg						
Approach	700	29	729	1,293	126	1,419
Departure	1,276	121	1,397	898	81	979
Total	1,976	150	2,126	2,191	207	2,398
East Leg						
Approach	1,518	10	1,528	811	7	818
Departure	489	2	491	1,547	11	1,558
Total	2,007	12	2,019	2,358	18	2,376
West Leg						
Approach	513	28	541	1,756	18	1,774
Departure	1,821	6	1,827	819	29	848
Total	2,334	34	2,368	2,575	47	2,622
Total Approaches						
Approach	4,053	150	4,203	4,587	207	4,794
Departure	4,053	150	4,203	4,587	207	4,794
Total	8,107	300	8,407	9,175	414	9,589

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
7 . Etiwanda Avenue/Whittram Avenue						
NBL	1	0	1	1	0	1
NBT	473	30	503	1,191	126	1,317
NBR	215	6	221	332	29	361
SBL	197	0	197	234	0	234
SBT	1,084	121	1,205	609	81	690
SBR	2	0	2	2	0	2
EBL	1	0	1	0	0	0
EBT	0	0	0	2	0	2
EBR	2	0	2	1	0	1
WBL	341	28	369	236	18	254
WBT	0	0	0	0	0	0
WBR	155	0	155	99	0	99
North Leg						
Approach	1,283	121	1,404	845	81	926
Departure	629	30	659	1,290	126	1,416
Total	1,912	151	2,063	2,135	207	2,342
South Leg						
Approach	689	36	725	1,524	155	1,679
Departure	1,427	149	1,576	846	99	945
Total	2,116	185	2,301	2,370	254	2,624
East Leg						
Approach	496	28	524	335	18	353
Departure	412	6	418	568	29	597
Total	908	34	942	903	47	950
West Leg						
Approach	3	0	3	3	0	3
Departure	3	0	3	3	0	3
Total	6	0	6	6	0	6
Total Approaches						
Approach	2,471	185	2,656	2,707	254	2,961
Departure	2,471	185	2,656	2,707	254	2,961
Total	4,942	370	5,312	5,415	508	5,923

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Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
8 . Etiwanda Avenue/Napa Street						
NBL	60	0	60	28	0	28
NBT	638	0	638	1,326	0	1,326
NBR	200	212	412	87	143	230
SBL	173	149	322	146	100	246
SBT	1,139	0	1,139	778	0	778
SBR	51	0	51	26	0	26
EBL	17	0	17	62	0	62
EBT	0	0	0	0	0	0
EBR	19	0	19	71	0	71
WBL	152	55	207	128	219	347
WBT	0	0	0	0	0	0
WBR	81	36	117	214	155	369
North Leg						
Approach	1,363	149	1,512	950	100	1,050
Departure	736	36	772	1,602	155	1,757
Total	2,099	185	2,284	2,552	255	2,807
South Leg						
Approach	898	212	1,110	1,441	143	1,584
Departure	1,310	55	1,365	978	219	1,197
Total	2,208	267	2,475	2,419	362	2,781
East Leg						
Approach	233	91	324	342	374	716
Departure	373	361	734	233	243	476
Total	606	452	1,058	575	617	1,192
West Leg						
Approach	36	0	36	133	0	133
Departure	111	0	111	55	0	55
Total	147	0	147	188	0	188
Total Approaches						
Approach	2,530	452	2,982	2,867	617	3,484
Departure	2,530	452	2,982	2,867	617	3,484
Total	5,060	904	5,964	5,734	1,234	6,968

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
9 . Etiwanda Avenue/6th Street						
NBL	108	0	108	41	0	41
NBT	1,043	201	1,244	1,431	137	1,568
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	1,605	53	1,658	1,075	209	1,284
SBR	129	2	131	108	11	119
EBL	167	10	177	234	7	241
EBT	0	0	0	0	0	0
EBR	145	0	145	249	0	249
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	1,734	55	1,789	1,183	220	1,403
Departure	1,210	211	1,421	1,665	144	1,809
Total	2,944	266	3,210	2,848	364	3,212
South Leg						
Approach	1,151	201	1,352	1,472	137	1,609
Departure	1,750	53	1,803	1,324	209	1,533
Total	2,901	254	3,155	2,796	346	3,142
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	312	10	322	483	7	490
Departure	237	2	239	149	11	160
Total	549	12	561	632	18	650
Total Approaches						
Approach	3,197	266	3,463	3,138	364	3,502
Departure	3,197	266	3,463	3,138	364	3,502
Total	6,394	532	6,926	6,276	728	7,004

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
10 . Etiwanda Avenue/4th St-San Bern. Avenue						
NBL	306	0	306	305	0	305
NBT	750	118	868	912	79	991
NBR	50	0	50	124	0	124
SBL	74	5	79	191	22	213
SBT	842	29	871	716	122	838
SBR	242	19	261	341	65	406
EBL	229	63	292	265	44	309
EBT	177	0	177	818	0	818
EBR	110	0	110	370	0	370
WBL	359	0	359	236	0	236
WBT	382	0	382	377	0	377
WBR	73	21	94	96	14	110
North Leg						
Approach	1,158	53	1,211	1,248	209	1,457
Departure	1,052	202	1,254	1,273	137	1,410
Total	2,210	255	2,465	2,521	346	2,867
South Leg						
Approach	1,106	118	1,224	1,341	79	1,420
Departure	1,311	29	1,340	1,322	122	1,444
Total	2,417	147	2,564	2,662	201	2,863
East Leg						
Approach	814	21	835	709	14	723
Departure	301	5	306	1,133	22	1,155
Total	1,116	26	1,142	1,842	36	1,878
West Leg						
Approach	516	63	579	1,452	44	1,496
Departure	930	19	949	1,023	65	1,088
Total	1,446	82	1,528	2,475	109	2,584
Total Approaches						
Approach	3,594	255	3,849	4,750	346	5,096
Departure	3,594	255	3,849	4,750	346	5,096
Total	7,188	510	7,698	9,501	692	10,193

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
11 . Etiwanda Avenue/Valley Boulevard						
NBL	354	0	354	163	0	163
NBT	1,250	111	1,361	1,414	74	1,488
NBR	163	0	163	434	0	434
SBL	57	0	57	91	0	91
SBT	1,540	27	1,567	1,501	115	1,616
SBR	165	2	167	27	7	34
EBL	13	7	20	83	5	88
EBT	60	0	60	315	0	315
EBR	112	0	112	421	0	421
WBL	451	0	451	243	0	243
WBT	121	0	121	112	0	112
WBR	133	0	133	73	0	73
North Leg						
Approach	1,762	29	1,791	1,619	122	1,741
Departure	1,396	118	1,514	1,570	79	1,649
Total	3,158	147	3,305	3,189	201	3,390
South Leg						
Approach	1,767	111	1,878	2,011	74	2,085
Departure	2,103	27	2,130	2,165	115	2,280
Total	3,870	138	4,008	4,176	189	4,365
East Leg						
Approach	705	0	705	428	0	428
Departure	280	0	280	840	0	840
Total	985	0	985	1,268	0	1,268
West Leg						
Approach	185	7	192	819	5	824
Departure	640	2	642	302	7	309
Total	825	9	834	1,121	12	1,133
Total Approaches						
Approach	4,419	147	4,566	4,877	201	5,078
Departure	4,419	147	4,566	4,877	201	5,078
Total	8,838	294	9,132	9,754	402	10,156

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
12 . Etiwanda Avenue/I-10 Westbound Ramps						
NBL	0	0	0	0	0	0
NBT	1,132	89	1,221	1,511	60	1,571
NBR	646	0	646	786	0	786
SBL	0	0	0	0	0	0
SBT	1,423	13	1,436	1,620	59	1,679
SBR	680	14	694	545	56	601
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	766	0	766	439	0	439
WBT	0	0	0	0	0	0
WBR	635	22	657	500	15	515
North Leg						
Approach	2,103	27	2,130	2,165	115	2,280
Departure	1,767	111	1,878	2,011	75	2,086
Total	3,870	138	4,008	4,176	190	4,366
South Leg						
Approach	1,778	89	1,867	2,297	60	2,357
Departure	2,189	13	2,202	2,059	59	2,118
Total	3,967	102	4,069	4,356	119	4,475
East Leg						
Approach	1,401	22	1,423	939	15	954
Departure	646	0	646	786	0	786
Total	2,047	22	2,069	1,725	15	1,740
West Leg						
Approach	0	0	0	0	0	0
Departure	680	14	694	545	56	601
Total	680	14	694	545	56	601
Total Approaches						
Approach	5,282	138	5,420	5,401	190	5,591
Departure	5,282	138	5,420	5,401	190	5,591
Total	10,564	276	10,840	10,802	380	11,182

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
13 . Etiwanda Avenue/I-10 Eastbound Ramps						
NBL	0	0	0	0	0	0
NBT	1,246	35	1,281	1,768	23	1,791
NBR	575	0	575	798	0	798
SBL	0	0	0	0	0	0
SBT	1,950	8	1,958	1,575	36	1,611
SBR	239	6	245	484	23	507
EBL	532	54	586	529	37	566
EBT	0	0	0	0	0	0
EBR	1,017	0	1,017	588	0	588
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	2,189	14	2,203	2,059	59	2,118
Departure	1,778	89	1,867	2,297	60	2,357
Total	3,967	103	4,070	4,356	119	4,475
South Leg						
Approach	1,821	35	1,856	2,566	23	2,589
Departure	2,967	8	2,975	2,163	36	2,199
Total	4,788	43	4,831	4,729	59	4,788
East Leg						
Approach	0	0	0	0	0	0
Departure	575	0	575	798	0	798
Total	575	0	575	798	0	798
West Leg						
Approach	1,549	54	1,603	1,117	37	1,154
Departure	239	6	245	484	23	507
Total	1,788	60	1,848	1,601	60	1,661
Total Approaches						
Approach	5,559	103	5,662	5,742	119	5,861
Departure	5,559	103	5,662	5,742	119	5,861
Total	11,118	206	11,324	11,484	238	11,722

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
14 . Driveway 1/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	23	23	0	108	108
EBL	0	104	104	0	69	69
EBT	373	257	630	233	174	407
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	233	68	301	342	266	608
WBR	0	0	0	0	0	0
North Leg						
Approach	0	23	23	0	108	108
Departure	0	104	104	0	69	69
Total	0	127	127	0	177	177
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	233	68	301	342	266	608
Departure	373	257	630	233	174	407
Total	606	325	931	575	440	1,015
West Leg						
Approach	373	361	734	233	243	476
Departure	233	91	324	342	374	716
Total	606	452	1,058	575	617	1,192
Total Approaches						
Approach	606	452	1,058	575	617	1,192
Departure	606	452	1,058	575	617	1,192
Total	1,212	904	2,116	1,150	1,234	2,384

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
15 . Driveway 2/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	23	23	0	108	108
EBL	0	104	104	0	69	69
EBT	373	152	525	233	105	338
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	233	44	277	342	157	499
WBR	0	0	0	0	0	0
North Leg						
Approach	0	23	23	0	108	108
Departure	0	104	104	0	69	69
Total	0	127	127	0	177	177
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	233	44	277	342	157	499
Departure	373	152	525	233	105	338
Total	606	196	802	575	262	837
West Leg						
Approach	373	256	629	233	174	407
Departure	233	67	300	342	265	607
Total	606	323	929	575	439	1,014
Total Approaches						
Approach	606	323	929	575	439	1,014
Departure	606	323	929	575	439	1,014
Total	1,212	646	1,858	1,150	878	2,028

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
16 . Driveway 3/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	20	20	0	90	90
EBL	0	87	87	0	58	58
EBT	373	65	438	233	48	281
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	233	25	258	342	67	409
WBR	0	0	0	0	0	0
North Leg						
Approach	0	20	20	0	90	90
Departure	0	87	87	0	58	58
Total	0	107	107	0	148	148
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	233	25	258	342	67	409
Departure	373	65	438	233	48	281
Total	606	90	696	575	115	690
West Leg						
Approach	373	152	525	233	106	339
Departure	233	45	278	342	157	499
Total	606	197	803	575	263	838
Total Approaches						
Approach	606	197	803	575	263	838
Departure	606	197	803	575	263	838
Total	1,212	394	1,606	1,150	526	1,676

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
17 . Driveway 4/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	8	8	0	36	36
EBL	0	35	35	0	23	23
EBT	373	30	403	233	25	258
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	233	17	250	342	31	373
WBR	0	0	0	0	0	0
North Leg						
Approach	0	8	8	0	36	36
Departure	0	35	35	0	23	23
Total	0	43	43	0	59	59
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	233	17	250	342	31	373
Departure	373	30	403	233	25	258
Total	606	47	653	575	56	631
West Leg						
Approach	373	65	438	233	48	281
Departure	233	25	258	342	67	409
Total	606	90	696	575	115	690
Total Approaches						
Approach	606	90	696	575	115	690
Departure	606	90	696	575	115	690
Total	1,212	180	1,392	1,150	230	1,380

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
18 . Driveway 5/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	17	17	0	31	31
EBL	0	30	30	0	25	25
EBT	373	0	373	233	0	233
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	233	0	233	342	0	342
WBR	0	0	0	0	0	0
North Leg						
Approach	0	17	17	0	31	31
Departure	0	30	30	0	25	25
Total	0	47	47	0	56	56
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	233	0	233	342	0	342
Departure	373	0	373	233	0	233
Total	606	0	606	575	0	575
West Leg						
Approach	373	30	403	233	25	258
Departure	233	17	250	342	31	373
Total	606	47	653	575	56	631
Total Approaches						
Approach	606	47	653	575	56	631
Departure	606	47	653	575	56	631
Total	1,212	94	1,306	1,150	112	1,262

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
19 . Haven Avenue/4th Street						
NBL	246	0	246	195	0	195
NBT	2,262	0	2,262	2,218	0	2,218
NBR	897	3	900	684	2	686
SBL	231	3	234	382	2	384
SBT	1,807	0	1,807	2,172	0	2,172
SBR	85	0	85	142	0	142
EBL	95	0	95	89	0	89
EBT	473	24	497	641	16	657
EBR	146	0	146	200	0	200
WBL	440	1	441	600	4	604
WBT	742	5	747	718	25	743
WBR	154	1	155	267	4	271
North Leg						
Approach	2,123	3	2,126	2,696	2	2,698
Departure	2,510	1	2,511	2,574	4	2,578
Total	4,633	4	4,637	5,270	6	5,276
South Leg						
Approach	3,405	3	3,408	3,097	2	3,099
Departure	2,393	1	2,394	2,972	4	2,976
Total	5,798	4	5,802	6,068	6	6,074
East Leg						
Approach	1,336	7	1,343	1,585	33	1,618
Departure	1,601	30	1,631	1,707	20	1,727
Total	2,937	37	2,974	3,292	53	3,345
West Leg						
Approach	713	24	737	930	16	946
Departure	1,073	5	1,078	1,055	25	1,080
Total	1,786	29	1,815	1,985	41	2,026
Total Approaches						
Approach	7,577	37	7,614	8,307	53	8,360
Departure	7,577	37	7,614	8,307	53	8,360
Total	15,154	74	15,228	16,615	106	16,721

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
20 . Milliken Avenue/4th Street						
NBL	330	0	330	482	0	482
NBT	946	0	946	1,466	0	1,466
NBR	129	3	132	576	2	578
SBL	417	3	420	674	2	676
SBT	1,390	0	1,390	1,272	0	1,272
SBR	146	0	146	171	0	171
EBL	244	0	244	459	0	459
EBT	431	31	462	1,151	21	1,172
EBR	254	0	254	536	0	536
WBL	448	1	449	539	4	543
WBT	1,036	7	1,043	803	32	835
WBR	467	1	468	481	4	485
North Leg						
Approach	1,953	3	1,956	2,117	2	2,119
Departure	1,657	1	1,658	2,406	4	2,410
Total	3,610	4	3,614	4,523	6	4,529
South Leg						
Approach	1,405	3	1,408	2,524	2	2,526
Departure	2,092	1	2,093	2,347	4	2,351
Total	3,497	4	3,501	4,871	6	4,877
East Leg						
Approach	1,952	9	1,961	1,823	40	1,863
Departure	977	37	1,014	2,401	25	2,426
Total	2,928	46	2,974	4,224	65	4,289
West Leg						
Approach	929	31	960	2,146	21	2,167
Departure	1,512	7	1,519	1,456	32	1,488
Total	2,441	38	2,479	3,602	53	3,655
Total Approaches						
Approach	6,238	46	6,284	8,610	65	8,675
Departure	6,238	46	6,284	8,610	65	8,675
Total	12,476	92	12,568	17,220	130	17,350

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Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
21 . Etiwanda Avenue/Miller Street						
NBL	182	2	184	166	7	173
NBT	388	5	393	385	25	410
NBR	158	2	160	139	7	146
SBL	123	0	123	34	0	34
SBT	392	24	416	234	16	250
SBR	184	0	184	161	0	161
EBL	96	0	96	205	0	205
EBT	320	0	320	596	0	596
EBR	128	7	135	173	5	178
WBL	86	7	93	66	5	71
WBT	523	0	523	313	0	313
WBR	79	0	79	27	0	27
North Leg						
Approach	699	24	723	429	16	445
Departure	563	5	568	617	25	642
Total	1,262	29	1,291	1,047	41	1,088
South Leg						
Approach	728	9	737	690	39	729
Departure	606	38	644	473	26	499
Total	1,334	47	1,381	1,164	65	1,229
East Leg						
Approach	688	7	695	406	5	411
Departure	601	2	603	769	7	776
Total	1,289	9	1,298	1,175	12	1,187
West Leg						
Approach	544	7	551	974	5	979
Departure	889	2	891	640	7	647
Total	1,433	9	1,442	1,614	12	1,626
Total Approaches						
Approach	2,659	47	2,706	2,500	65	2,565
Departure	2,659	47	2,706	2,500	65	2,565
Total	5,318	94	5,412	4,999	130	5,129

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
22 . Etiwanda Avenue/Slover Avenue						
NBL	171	0	171	80	0	80
NBT	1,023	24	1,047	1,382	16	1,398
NBR	140	0	140	168	0	168
SBL	573	2	575	592	7	599
SBT	1,793	5	1,798	1,362	25	1,387
SBR	601	1	602	208	4	212
EBL	164	3	167	511	2	513
EBT	211	0	211	697	0	697
EBR	150	0	150	147	0	147
WBL	222	0	222	150	0	150
WBT	334	0	334	268	0	268
WBR	634	7	641	673	5	678
North Leg						
Approach	2,967	8	2,975	2,162	36	2,198
Departure	1,821	34	1,855	2,566	23	2,589
Total	4,788	42	4,830	4,728	59	4,787
South Leg						
Approach	1,334	24	1,358	1,630	16	1,646
Departure	2,165	5	2,170	1,659	25	1,684
Total	3,499	29	3,528	3,289	41	3,330
East Leg						
Approach	1,190	7	1,197	1,091	5	1,096
Departure	924	2	926	1,457	7	1,464
Total	2,114	9	2,123	2,548	12	2,560
West Leg						
Approach	525	3	528	1,355	2	1,357
Departure	1,106	1	1,107	556	4	560
Total	1,631	4	1,635	1,911	6	1,917
Total Approaches						
Approach	6,016	42	6,058	6,238	59	6,297
Departure	6,016	42	6,058	6,238	59	6,297
Total	12,032	84	12,116	12,476	118	12,594

APPENDIX B:
VOLUME DEVELOPMENT WORKSHEETS
ALTERNATIVE 2: HIGH-CUBE WAREHOUSE

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
1 . I-15 Southbound Rmp/4th Street												
NBL	57	2	1	0	5	62	117	0	1	0	2	119
NBT	57	2	0	0	3	60	257	1	1	0	4	261
NBR	61	3	0	1	8	69	294	0	1	0	0	294
SBL	112	1	0	10	32	144	53	1	1	0	35	88
SBT	185	1	0	0	2	187	261	0	1	0	0	261
SBR	717	1	1	5	19	736	483	1	1	0	25	508
EBL	205	13	0	21	83	288	785	1	1	0	43	828
EBT	255	12	3	9	51	306	986	8	1	0	66	1,052
EBR	48	2	0	0	3	51	100	0	1	0	0	100
WBL	90	1	1	0	4	94	189	0	1	0	0	189
WBT	1,021	18	9	34	147	1,168	774	13	1	0	77	851
WBR	84	8	2	16	64	148	254	2	1	0	17	271
North Leg												
Approach	1,014	3	1	15	53	1,067	797	2	3	0	60	857
Departure	346	23	2	37	150	496	1,296	4	3	0	64	1,360
Total	1,360	26	3	52	203	1,563	2,093	6	6	0	124	2,217
South Leg												
Approach	175	7	1	1	16	191	668	1	3	0	6	674
Departure	323	4	1	0	9	332	550	0	3	0	0	550
Total	498	11	2	1	25	523	1,218	1	6	0	6	1,224
East Leg												
Approach	1,195	27	12	50	215	1,410	1,217	15	3	0	94	1,311
Departure	428	16	3	20	91	519	1,333	9	3	0	101	1,434
Total	1,623	43	15	70	306	1,929	2,550	24	6	0	195	2,745
West Leg												
Approach	508	27	3	30	137	645	1,871	9	3	0	109	1,980
Departure	1,795	21	11	39	171	1,966	1,374	14	3	0	104	1,478
Total	2,303	48	14	69	308	2,611	3,245	23	6	0	213	3,458
Total Approaches												
Approach	2,892	64	17	96	421	3,313	4,553	27	12	0	269	4,822
Departure	2,892	64	17	96	421	3,313	4,553	27	12	0	269	4,822
Total	5,784	128	34	192	842	6,626	9,106	54	24	0	538	9,644

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
2 . I-15 Northbound Rmp/4th Street												
NBL	87	1	1	3	13	100	94	2	1	0	11	105
NBT	17	0	1	0	2	19	64	0	1	0	0	64
NBR	44	0	1	3	11	55	48	1	1	0	2	50
SBL	274	7	2	27	96	370	110	2	1	0	26	136
SBT	51	1	1	2	10	61	54	1	1	0	6	60
SBR	767	9	3	25	95	862	507	2	1	0	44	551
EBL	147	4	0	1	9	156	690	1	1	0	16	706
EBT	238	12	2	21	85	323	560	11	1	0	71	631
EBR	63	0	1	0	2	65	78	2	1	0	5	83
WBL	35	1	0	1	5	40	66	0	1	0	0	66
WBT	347	16	7	22	104	451	594	16	1	0	63	657
WBR	41	4	0	7	27	68	139	0	1	0	10	149
North Leg												
Approach	1,092	17	6	54	201	1,293	671	5	3	0	76	747
Departure	205	8	1	8	38	243	893	1	3	0	26	919
Total	1,297	25	7	62	239	1,536	1,564	6	6	0	102	1,666
South Leg												
Approach	148	1	3	6	26	174	206	3	3	0	13	219
Departure	149	2	2	3	17	166	198	3	3	0	11	209
Total	297	3	5	9	43	340	404	6	6	0	24	428
East Leg												
Approach	423	21	7	30	136	559	799	16	3	0	73	872
Departure	556	19	5	51	192	748	718	14	3	0	99	817
Total	979	40	12	81	328	1,307	1,517	30	6	0	172	1,689
West Leg												
Approach	448	16	3	22	96	544	1,328	14	3	0	92	1,420
Departure	1,201	26	11	50	212	1,413	1,195	20	3	0	118	1,313
Total	1,649	42	14	72	308	1,957	2,523	34	6	0	210	2,733
Total Approaches												
Approach	2,111	55	19	112	459	2,570	3,004	38	12	0	254	3,258
Departure	2,111	55	19	112	459	2,570	3,004	38	12	0	254	3,258
Total	4,222	110	38	224	918	5,140	6,008	76	24	0	508	6,516

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
5 . Etiwanda Avenue/Napa Street												
NBL	0	0	0	0	0	0	1	0	1	0	0	1
NBT	349	11	10	32	133	482	740	21	1	0	136	876
NBR	27	7	23	24	129	156	4	3	1	0	44	48
SBL	20	6	12	2	39	59	5	2	1	0	129	134
SBT	598	24	20	52	232	830	428	13	1	0	142	570
SBR	0	0	0	0	0	0	2	0	1	0	0	2
EBL	0	0	0	0	0	0	2	0	1	0	0	2
EBT	0	0	0	0	0	0	0	0	1	0	0	0
EBR	0	0	0	0	0	0	1	0	1	0	0	1
WBL	4	3	29	24	135	139	34	2	1	0	83	117
WBT	0	0	0	0	0	0	0	0	1	0	0	0
WBR	3	10	10	12	71	74	33	5	1	0	72	105
North Leg												
Approach	618	30	32	54	271	889	435	15	3	0	271	706
Departure	352	21	20	44	204	556	775	26	3	0	208	983
Total	970	51	52	98	475	1,445	1,210	41	6	0	479	1,689
South Leg												
Approach	376	18	33	56	262	638	745	24	3	0	180	925
Departure	602	27	49	76	367	969	463	15	3	0	225	688
Total	978	45	82	132	629	1,607	1,208	39	6	0	405	1,613
East Leg												
Approach	7	13	39	36	206	213	67	7	3	0	155	222
Departure	47	13	35	26	168	215	9	5	3	0	173	182
Total	54	26	74	62	374	428	76	12	6	0	328	404
West Leg												
Approach	0	0	0	0	0	0	3	0	3	0	0	3
Departure	0	0	0	0	0	0	3	0	3	0	0	3
Total	0	0	0	0	0	0	6	0	6	0	0	6
Total Approaches												
Approach	1,001	61	104	146	739	1,740	1,250	46	12	0	606	1,856
Departure	1,001	61	104	146	739	1,740	1,250	46	12	0	606	1,856
Total	2,002	122	208	292	1,478	3,480	2,500	92	24	0	1,212	3,712

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Table B-1: Existing Peak Hour Volumes
(Intersections With Classification Counts)

	AM Peak Hour						PM Peak Hour					
	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume	Pass. Veh.	Trucks 2 Axle	3 Axle	4 Axle	PCE	Total PCE Volume
7 . Etiwanda Avenue/4th St-San Bern. Avenue												
NBL	206	4	4	15	59	265	218	7	1	0	49	267
NBT	382	5	22	54	214	596	522	10	1	0	163	685
NBR	22	0	0	8	24	46	40	1	1	0	29	69
SBL	24	1	2	9	33	57	36	2	1	0	46	82
SBT	436	8	40	61	275	711	387	8	1	0	157	544
SBR	140	2	6	10	45	185	202	2	1	0	20	222
EBL	90	3	7	9	46	136	184	2	1	0	14	198
EBT	86	4	0	15	51	137	464	8	1	0	55	519
EBR	48	2	3	11	42	90	215	10	1	0	107	322
WBL	180	4	4	45	149	329	149	7	1	0	67	216
WBT	258	7	3	17	68	326	269	9	1	0	48	317
WBR	26	2	4	4	23	49	69	1	1	0	2	71
North Leg												
Approach	600	11	48	80	353	953	625	12	3	0	223	848
Departure	498	10	33	67	283	781	775	13	3	0	179	954
Total	1,098	21	81	147	636	1,734	1,400	25	6	0	402	1,802
South Leg												
Approach	610	9	26	77	297	907	780	18	3	0	241	1,021
Departure	664	14	47	117	466	1,130	751	25	3	0	331	1,082
Total	1,274	23	73	194	763	2,037	1,531	43	6	0	572	2,103
East Leg												
Approach	464	13	11	66	240	704	487	17	3	0	117	604
Departure	132	5	2	32	108	240	540	11	3	0	130	670
Total	596	18	13	98	348	944	1,027	28	6	0	247	1,274
West Leg												
Approach	224	9	10	35	139	363	863	20	3	0	176	1,039
Departure	604	13	13	42	172	776	689	18	3	0	117	806
Total	828	22	23	77	311	1,139	1,552	38	6	0	293	1,845
Total Approaches												
Approach	1,898	42	95	258	1,029	2,927	2,755	67	12	0	757	3,512
Departure	1,898	42	95	258	1,029	2,927	2,755	67	12	0	757	3,512
Total	3,796	84	190	516	2,058	5,854	5,510	134	24	0	1,514	7,024

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
1 . I-15 Southbound Rmp/4th Street								
NBL	57	3	60	5.00%	117	1	118	0.85%
NBT	57	2	59	3.39%	257	2	259	0.77%
NBR	61	4	65	6.15%	294	0	294	0.00%
SBL	112	11	123	8.94%	53	12	65	18.46%
SBT	185	1	186	0.54%	261	0	261	0.00%
SBR	717	7	724	0.97%	483	9	492	1.83%
EBL	205	34	239	14.23%	785	15	800	1.88%
EBT	255	24	279	8.60%	986	29	1,015	2.86%
EBR	48	2	50	4.00%	100	0	100	0.00%
WBL	90	2	92	2.17%	189	0	189	0.00%
WBT	1,021	61	1,082	5.64%	774	34	808	4.21%
WBR	84	26	110	23.64%	254	7	261	2.68%
North Leg								
Approach	1,014	19	1,033	1.8%	797	21	818	2.6%
Departure	346	62	408	15.2%	1,296	24	1,320	1.8%
Total	1,360	81	1,441	5.6%	2,093	45	2,138	2.1%
South Leg								
Approach	175	9	184	4.9%	668	3	671	0.4%
Departure	323	5	328	1.5%	550	0	550	0.0%
Total	498	14	512	2.7%	1,218	3	1,221	0.2%
East Leg								
Approach	1,195	89	1,284	6.9%	1,217	41	1,258	3.3%
Departure	428	39	467	8.4%	1,333	41	1,374	3.0%
Total	1,623	128	1,751	7.3%	2,550	82	2,632	3.1%
West Leg								
Approach	508	60	568	10.6%	1,871	44	1,915	2.3%
Departure	1,795	71	1,866	3.8%	1,374	44	1,418	3.1%
Total	2,303	131	2,434	5.4%	3,245	88	3,333	2.6%
Total Approaches								
Approach	2,892	177	3,069		4,553	109	4,662	
Departure	2,892	177	3,069		4,553	109	4,662	
Total	5,784	354	6,138	5.8%	9,106	218	9,324	2.3%

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Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
2 . I-15 Northbound Rmp/4th Street								
NBL	87	5	92	5.43%	94	5	99	5.05%
NBT	17	1	18	5.56%	64	0	64	0.00%
NBR	44	4	48	8.33%	48	1	49	2.04%
SBL	274	36	310	11.61%	110	10	120	8.33%
SBT	51	4	55	7.27%	54	3	57	5.26%
SBR	767	37	804	4.60%	507	16	523	3.06%
EBL	147	5	152	3.29%	690	6	696	0.86%
EBT	238	35	273	12.82%	560	30	590	5.08%
EBR	63	1	64	1.56%	78	3	81	3.70%
WBL	35	2	37	5.41%	66	0	66	0.00%
WBT	347	45	392	11.48%	594	30	624	4.81%
WBR	41	11	52	21.15%	139	4	143	2.80%
North Leg								
Approach	1,092	77	1,169	6.6%	671	29	700	4.1%
Departure	205	17	222	7.7%	893	10	903	1.1%
Total	1,297	94	1,391	6.8%	1,564	39	1,603	2.4%
South Leg								
Approach	148	10	158	6.3%	206	6	212	2.8%
Departure	149	7	156	4.5%	198	6	204	2.9%
Total	297	17	314	5.4%	404	12	416	2.9%
East Leg								
Approach	423	58	481	12.1%	799	34	833	4.1%
Departure	556	75	631	11.9%	718	41	759	5.4%
Total	979	133	1,112	12.0%	1,517	75	1,592	4.7%
West Leg								
Approach	448	41	489	8.4%	1,328	39	1,367	2.9%
Departure	1,201	87	1,288	6.8%	1,195	51	1,246	4.1%
Total	1,649	128	1,777	7.2%	2,523	90	2,613	3.4%
Total Approaches								
Approach	2,111	186	2,297		3,004	108	3,112	
Departure	2,111	186	2,297		3,004	108	3,112	
Total	4,222	372	4,594	8.1%	6,008	216	6,224	3.5%

Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
5 . Etiwanda Avenue/Napa Street								
NBL	0	0	0	0.00%	1	0	1	0.00%
NBT	349	53	402	13.18%	740	63	803	7.85%
NBR	27	54	81	66.67%	4	18	22	81.82%
SBL	20	20	40	50.00%	5	60	65	92.31%
SBT	598	96	694	13.83%	428	59	487	12.11%
SBR	0	0	0	0.00%	2	0	2	0.00%
EBL	0	0	0	0.00%	2	0	2	0.00%
EBT	0	0	0	0.00%	0	0	0	0.00%
EBR	0	0	0	0.00%	1	0	1	0.00%
WBL	4	56	60	93.33%	34	40	74	54.05%
WBT	0	0	0	0.00%	0	0	0	0.00%
WBR	3	32	35	91.43%	33	34	67	50.75%
North Leg								
Approach	618	116	734	15.8%	435	119	554	21.5%
Departure	352	85	437	19.5%	775	97	872	11.1%
Total	970	201	1,171	17.2%	1,210	216	1,426	15.1%
South Leg								
Approach	376	107	483	22.2%	745	81	826	9.8%
Departure	602	152	754	20.2%	463	99	562	17.6%
Total	978	259	1,237	20.9%	1,208	180	1,388	13.0%
East Leg								
Approach	7	88	95	92.6%	67	74	141	52.5%
Departure	47	74	121	61.2%	9	78	87	89.7%
Total	54	162	216	75.0%	76	152	228	66.7%
West Leg								
Approach	0	0	0	0.0%	3	0	3	0.0%
Departure	0	0	0	0.0%	3	0	3	0.0%
Total	0	0	0	0.0%	6	0	6	0.0%
Total Approaches								
Approach	1,001	311	1,312		1,250	274	1,524	
Departure	1,001	311	1,312		1,250	274	1,524	
Total	2,002	622	2,624	23.7%	2,500	548	3,048	18.0%

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Table B-2: Existing Peak Hour Truck Percentages

	AM Peak Hour				PM Peak Hour			
	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %	Passenger Vehicles	Total Trucks	Total Vehicle Volume	Truck %
7 . Etiwanda Avenue/4th St-San Bern. Avenue								
NBL	206	23	229	10.04%	218	21	239	8.79%
NBT	382	81	463	17.49%	522	67	589	11.38%
NBR	22	8	30	26.67%	40	11	51	21.57%
SBL	24	12	36	33.33%	36	23	59	38.98%
SBT	436	109	545	20.00%	387	63	450	14.00%
SBR	140	18	158	11.39%	202	10	212	4.72%
EBL	90	19	109	17.43%	184	7	191	3.66%
EBT	86	19	105	18.10%	464	24	488	4.92%
EBR	48	16	64	25.00%	215	42	257	16.34%
WBL	180	53	233	22.75%	149	26	175	14.86%
WBT	258	27	285	9.47%	269	21	290	7.24%
WBR	26	10	36	27.78%	69	1	70	1.43%
North Leg								
Approach	600	139	739	18.8%	625	96	721	13.3%
Departure	498	110	608	18.1%	775	75	850	8.8%
Total	1,098	249	1,347	18.5%	1,400	171	1,571	10.9%
South Leg								
Approach	610	112	722	15.5%	780	99	879	11.3%
Departure	664	178	842	21.1%	751	131	882	14.9%
Total	1,274	290	1,564	18.5%	1,531	230	1,761	13.1%
East Leg								
Approach	464	90	554	16.2%	487	48	535	9.0%
Departure	132	39	171	22.8%	540	58	598	9.7%
Total	596	129	725	17.8%	1,027	106	1,133	9.4%
West Leg								
Approach	224	54	278	19.4%	863	73	936	7.8%
Departure	604	68	672	10.1%	689	52	741	7.0%
Total	828	122	950	12.8%	1,552	125	1,677	7.5%
Total Approaches								
Approach	1,898	395	2,293		2,755	316	3,071	
Departure	1,898	395	2,293		2,755	316	3,071	
Total	3,796	790	4,586	17.2%	5,510	632	6,142	10.3%

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
1. I-15 Southbound Rmp/4th Street						
NBL	60	8	68	118	16	134
NBT	59	8	67	259	35	294
NBR	65	9	74	294	40	334
SBL	123	17	140	65	9	74
SBT	186	25	211	261	36	297
SBR	724	99	823	492	67	559
EBL	239	33	272	800	109	909
EBT	279	38	317	1,015	138	1,153
EBR	50	7	57	100	14	114
WBL	92	13	105	189	26	215
WBT	1,082	147	1,229	808	110	918
WBR	110	15	125	261	36	297
North Leg						
Approach	1,033	141	1,174	818	111	929
Departure	408	56	464	1,320	180	1,500
Total	1,441	196	1,637	2,138	291	2,429
South Leg						
Approach	184	25	209	671	91	762
Departure	328	45	373	550	75	625
Total	512	70	582	1,221	166	1,387
East Leg						
Approach	1,284	175	1,459	1,258	171	1,429
Departure	467	64	531	1,374	187	1,561
Total	1,751	239	1,990	2,632	359	2,991
West Leg						
Approach	568	77	645	1,915	261	2,176
Departure	1,866	254	2,120	1,418	193	1,611
Total	2,434	332	2,766	3,333	454	3,787
Total Approaches						
Approach	3,069	418	3,487	4,662	635	5,297
Departure	3,069	418	3,487	4,662	635	5,297
Total	6,138	836	6,974	9,324	1,271	10,595

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
2 . I-15 Northbound Rmp/4th Street						
NBL	92	13	105	99	13	112
NBT	18	2	20	64	9	73
NBR	48	7	55	49	7	56
SBL	310	42	352	120	16	136
SBT	55	7	62	57	8	65
SBR	804	110	914	523	71	594
EBL	152	21	173	696	95	791
EBT	273	37	310	590	80	670
EBR	64	9	73	81	11	92
WBL	37	5	42	66	9	75
WBT	392	53	445	624	85	709
WBR	52	7	59	143	19	162
North Leg						
Approach	1,169	159	1,328	700	95	795
Departure	222	30	252	903	123	1,026
Total	1,391	190	1,581	1,603	218	1,821
South Leg						
Approach	158	22	180	212	29	241
Departure	156	21	177	204	28	232
Total	314	43	357	416	57	473
East Leg						
Approach	481	66	547	833	114	947
Departure	631	86	717	759	103	862
Total	1,112	152	1,264	1,592	217	1,809
West Leg						
Approach	489	67	556	1,367	186	1,553
Departure	1,288	176	1,464	1,246	170	1,416
Total	1,777	242	2,019	2,613	356	2,969
Total Approaches						
Approach	2,297	313	2,610	3,112	424	3,536
Departure	2,297	313	2,610	3,112	424	3,536
Total	4,594	626	5,220	6,224	848	7,072

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
3 . Wineville Avenue/4th Street						
NBL	27	5	32	85	15	100
NBT	10	2	12	15	3	18
NBR	6	1	7	6	1	7
SBL	35	6	41	117	21	138
SBT	9	2	11	11	2	13
SBR	62	11	73	152	28	180
EBL	181	33	214	41	7	48
EBT	300	55	355	709	129	838
EBR	94	17	111	26	5	31
WBL	16	3	19	2	0	2
WBT	355	65	420	598	109	707
WBR	103	19	122	73	13	86
North Leg						
Approach	106	19	125	280	51	331
Departure	294	53	347	129	23	152
Total	400	73	473	409	74	483
South Leg						
Approach	43	8	51	106	19	125
Departure	119	22	141	39	7	46
Total	162	29	191	145	26	171
East Leg						
Approach	474	86	560	673	122	795
Departure	341	62	403	832	151	983
Total	815	148	963	1,505	273	1,778
West Leg						
Approach	575	104	679	776	141	917
Departure	444	81	525	835	152	987
Total	1,019	185	1,204	1,611	293	1,904
Total Approaches						
Approach	1,198	218	1,416	1,835	333	2,168
Departure	1,198	218	1,416	1,835	333	2,168
Total	2,396	435	2,831	3,670	667	4,337

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
4. Barrington Avenue/4th Street						
NBL	27	5	32	85	15	100
NBT	0	0	0	0	0	0
NBR	6	1	7	6	1	7
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	247	45	292	806	146	952
EBR	94	17	111	26	5	31
WBL	16	3	19	2	0	2
WBT	431	78	509	586	106	692
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	33	6	39	91	17	108
Departure	110	20	130	28	5	33
Total	143	26	169	119	22	141
East Leg						
Approach	447	81	528	588	107	695
Departure	253	46	299	812	148	960
Total	700	127	827	1,400	254	1,654
West Leg						
Approach	341	62	403	832	151	983
Departure	458	83	541	671	122	793
Total	799	145	944	1,503	273	1,776
Total Approaches						
Approach	821	149	970	1,511	275	1,786
Departure	821	149	970	1,511	275	1,786
Total	1,642	298	1,940	3,022	549	3,571

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
5 . Etiwanda Avenue/Napa Street						
NBL	0	0	0	1	0	1
NBT	402	0	402	803	0	803
NBR	81	0	81	22	0	22
SBL	40	0	40	65	0	65
SBT	694	0	694	487	0	487
SBR	0	0	0	2	0	2
EBL	0	0	0	2	0	2
EBT	0	0	0	0	0	0
EBR	0	0	0	1	0	1
WBL	60	0	60	74	0	74
WBT	0	0	0	0	0	0
WBR	35	0	35	67	0	67
North Leg						
Approach	734	0	734	554	0	554
Departure	437	0	437	872	0	872
Total	1,171	0	1,171	1,426	0	1,426
South Leg						
Approach	483	0	483	826	0	826
Departure	754	0	754	562	0	562
Total	1,237	0	1,237	1,388	0	1,388
East Leg						
Approach	95	0	95	141	0	141
Departure	121	0	121	87	0	87
Total	216	0	216	228	0	228
West Leg						
Approach	0	0	0	3	0	3
Departure	0	0	0	3	0	3
Total	0	0	0	6	0	6
Total Approaches						
Approach	1,312	0	1,312	1,524	0	1,524
Departure	1,312	0	1,312	1,524	0	1,524
Total	2,624	0	2,624	3,048	0	3,048

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
6 . Etiwanda Avenue/6th Street						
NBL	23	4	27	14	2	16
NBT	512	81	593	1,191	189	1,380
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	731	116	847	748	119	867
SBR	15	2	17	35	6	41
EBL	17	3	20	21	3	24
EBT	0	0	0	0	0	0
EBR	21	3	24	28	4	32
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	746	119	865	783	124	907
Departure	529	84	613	1,212	193	1,405
Total	1,275	203	1,478	1,995	317	2,312
South Leg						
Approach	535	85	620	1,205	192	1,397
Departure	752	120	872	776	123	899
Total	1,287	205	1,492	1,981	315	2,296
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	38	6	44	49	8	57
Departure	38	6	44	49	8	57
Total	76	12	88	98	16	114
Total Approaches						
Approach	1,319	210	1,529	2,037	324	2,361
Departure	1,319	210	1,529	2,037	324	2,361
Total	2,638	419	3,057	4,074	648	4,722

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Table B-3: Existing With Growth Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Growth	Exist With Growth	Exist PCE Volume	Growth	Exist With Growth
7 . Etiwanda Avenue/4th St-San Bern. Avenue						
NBL	229	0	229	239	0	239
NBT	463	0	463	589	0	589
NBR	30	0	30	51	0	51
SBL	36	0	36	59	0	59
SBT	545	0	545	450	0	450
SBR	158	0	158	212	0	212
EBL	109	0	109	191	0	191
EBT	105	0	105	488	0	488
EBR	64	0	64	257	0	257
WBL	233	0	233	175	0	175
WBT	285	0	285	290	0	290
WBR	36	0	36	70	0	70
North Leg						
Approach	739	0	739	721	0	721
Departure	608	0	608	850	0	850
Total	1,347	0	1,347	1,571	0	1,571
South Leg						
Approach	722	0	722	879	0	879
Departure	842	0	842	882	0	882
Total	1,564	0	1,564	1,761	0	1,761
East Leg						
Approach	554	0	554	535	0	535
Departure	171	0	171	598	0	598
Total	725	0	725	1,133	0	1,133
West Leg						
Approach	278	0	278	936	0	936
Departure	672	0	672	741	0	741
Total	950	0	950	1,677	0	1,677
Total Approaches						
Approach	2,293	0	2,293	3,071	0	3,071
Departure	2,293	0	2,293	3,071	0	3,071
Total	4,586	0	4,586	6,142	0	6,142

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Table B-4
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
1 I-15 Southbound Rmp/4th Street						
NBL	68		68	134		134
NBT	67		67	294		294
NBR	74	3	77	334		334
SBL	140	7	147	74		74
SBT	211		211	297		297
SBR	823		823	559		559
EBL	272		272	909		909
EBT	317	15	332	1,153		1,153
EBR	57		57	114		114
WBL	105		105	215		215
WBT	1,229	4	1,233	918		918
WBR	125		125	297		297
North Leg						
Approach	1,174	7	1,181	929	0	929
Departure	464	0	464	1,500	0	1,500
Total	1,637	7	1,644	2,429	0	2,429
South Leg						
Approach	209	3	212	762	0	762
Departure	373	0	373	625	0	625
Total	582	3	585	1,387	0	1,387
East Leg						
Approach	1,459	4	1,463	1,429	0	1,429
Departure	531	25	556	1,561	0	1,561
Total	1,990	29	2,019	2,991	0	2,991
West Leg						
Approach	645	15	660	2,176	0	2,176
Departure	2,120	4	2,124	1,611	0	1,611
Total	2,766	19	2,785	3,787	0	3,787
Total Approaches						
Approach	3,487	29	3,516	5,297	0	5,297
Departure	3,487	29	3,516	5,297	0	5,297
Total	6,974	58	7,032	10,595	0	10,595

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Table B-4
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

		A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
		PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
2	I-15 Northbound Rmp/4th Street						
NBL		105		105	112	1	113
NBT		20		20	73		73
NBR		55		55	56		56
SBL		352		352	136		136
SBT		62		62	65		65
SBR		914		914	594	6	600
EBL		173		173	791	4	795
EBT		310		310	670	3	673
EBR		73		73	92		92
WBL		42		42	75		75
WBT		445		445	709	7	716
WBR		59		59	162		162
North Leg							
	Approach	1,328	0	1,328	795	6	801
	Departure	252	0	252	1,026	4	1,030
	Total	1,581	0	1,581	1,821	10	1,831
South Leg							
	Approach	180	0	180	241	1	242
	Departure	177	0	177	232	0	232
	Total	357	0	357	473	1	474
East Leg							
	Approach	547	0	547	947	7	954
	Departure	717	0	717	862	3	865
	Total	1,264	0	1,264	1,809	10	1,819
West Leg							
	Approach	556	0	556	1,553	7	1,560
	Departure	1,464	0	1,464	1,416	14	1,430
	Total	2,019	0	2,019	2,969	21	2,990
Total Approaches							
	Approach	2,610	0	2,610	3,536	21	3,557
	Departure	2,610	0	2,610	3,536	21	3,557
	Total	5,220	0	5,220	7,072	42	7,114

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Table B-4
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
2 I-15 Northbound Rmp/4th Street						
NBL	105		105	113		113
NBT	20		20	73		73
NBR	55		55	56		56
SBL	352		352	136		136
SBT	62		62	65		65
SBR	914		914	600		600
EBL	173		173	795		795
EBT	310		310	673		673
EBR	73		73	92		92
WBL	42		42	75		75
WBT	445		445	716		716
WBR	59		59	162		162
North Leg						
Approach	1,328	0	1,328	801	0	801
Departure	252	0	252	1,030	0	1,030
Total	1,581	0	1,581	1,831	0	1,831
South Leg						
Approach	180	0	180	242	0	242
Departure	177	0	177	232	0	232
Total	357	0	357	474	0	474
East Leg						
Approach	547	0	547	954	0	954
Departure	717	0	717	865	0	865
Total	1,264	0	1,264	1,819	0	1,819
West Leg						
Approach	556	0	556	1,560	0	1,560
Departure	1,464	0	1,464	1,430	0	1,430
Total	2,019	0	2,019	2,990	0	2,990
Total Approaches						
Approach	2,610	0	2,610	3,557	0	3,557
Departure	2,610	0	2,610	3,557	0	3,557
Total	5,220	0	5,220	7,114	0	7,114

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Table B-4
Balance of Existing Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
3 Wineville Avenue/4th Street						
NBL	32	1	33	100	-3	97
NBT	12		12	18		18
NBR	7		7	7		7
SBL	41		41	138		138
SBT	11		11	13		13
SBR	73	3	76	180	-6	174
EBL	214	12	226	48	-3	45
EBT	355	20	375	838	-47	791
EBR	111	6	117	31	-2	29
WBL	19		19	2		2
WBT	420	17	437	707	-24	683
WBR	122		122	86		86
North Leg						
Approach	125	3	128	331	-6	325
Departure	347	12	359	152	-3	149
Total	473	15	488	483	-9	474
South Leg						
Approach	51	1	52	125	-3	122
Departure	141	6	147	46	-2	44
Total	191	7	198	171	-5	166
East Leg						
Approach	560	17	577	795	-24	771
Departure	403	20	423	983	-47	936
Total	963	37	1,000	1,778	-71	1,707
West Leg						
Approach	679	38	717	917	-52	865
Departure	525	21	546	987	-33	954
Total	1,204	59	1,263	1,904	-85	1,819
Total Approaches						
Approach	1,416	59	1,475	2,168	-85	2,083
Departure	1,416	59	1,475	2,168	-85	2,083
Total	2,831	118	2,949	4,337	-170	4,167

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
1 . I-15 Southbound Rmp/4th Street												
NBL	68	5.0%	65	3	5	70	134	0.8%	133	1	2	135
NBT	67	3.4%	65	2	3	68	294	0.8%	292	2	4	296
NBR	77	6.2%	72	5	10	82	334	0.0%	334	0	0	334
SBL	147	8.9%	134	13	38	172	74	18.5%	60	14	41	101
SBT	211	0.5%	210	1	2	212	297	0.0%	297	0	0	297
SBR	823	1.0%	815	8	22	837	559	1.8%	549	10	28	577
EBL	272	14.2%	233	39	95	328	909	1.9%	892	17	49	941
EBT	332	8.6%	303	29	62	365	1,153	2.9%	1,120	33	75	1,195
EBR	57	4.0%	55	2	3	58	114	0.0%	114	0	0	114
WBL	105	2.2%	103	2	4	107	215	0.0%	215	0	0	215
WBT	1,233	5.6%	1,163	70	169	1,332	918	4.2%	879	39	88	967
WBR	125	23.6%	95	30	74	169	297	2.7%	289	8	19	308
North Leg												
Approach	1,181		1,159	22	62	1,221	929		905	24	69	975
Departure	464		393	71	172	565	1,500		1,473	27	72	1,545
Total	1,644		1,551	93	234	1,786	2,429		2,378	51	141	2,520
South Leg												
Approach	212		202	10	18	220	762		759	3	6	765
Departure	373		368	5	9	377	625		625	0	0	626
Total	585		570	15	27	597	1,387		1,384	3	6	1,391
East Leg												
Approach	1,463		1,361	102	247	1,608	1,429		1,382	47	107	1,490
Departure	556		509	47	110	619	1,561		1,514	47	116	1,630
Total	2,019		1,870	149	357	2,227	2,991		2,897	94	223	3,120
West Leg												
Approach	660		590	70	160	751	2,176		2,126	50	124	2,250
Departure	2,124		2,043	81	196	2,239	1,611		1,561	50	118	1,679
Total	2,785		2,634	151	356	2,990	3,787		3,687	100	242	3,929
Total Approaches												
Approach	3,516		3,312	204	487	3,800	5,297		5,173	124	306	5,480
Departure	3,516		3,312	204	487	3,800	5,297		5,173	124	306	5,480
Total	7,032		6,624	408	974	7,600	10,595		10,347	248	612	10,960

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
2 . I-15 Northbound Rmp/4th Street												
NBL	105	5.4%	99	6	16	115	113	5.1%	107	6	13	120
NBT	20	5.6%	19	1	2	21	73	0.0%	73	0	0	73
NBR	55	8.3%	50	5	14	64	56	2.0%	55	1	2	57
SBL	352	11.6%	311	41	109	420	136	8.3%	125	11	29	154
SBT	62	7.3%	57	5	13	70	65	5.3%	62	3	6	68
SBR	914	4.6%	872	42	108	980	600	3.1%	582	18	50	632
EBL	173	3.3%	167	6	11	178	795	0.9%	788	7	19	807
EBT	310	12.8%	270	40	97	367	673	5.1%	639	34	80	719
EBR	73	1.6%	72	1	2	74	92	3.7%	89	3	5	94
WBL	42	5.4%	40	2	5	45	75	0.0%	75	0	0	75
WBT	445	11.5%	394	51	118	512	716	4.8%	682	34	71	753
WBR	59	21.2%	47	12	29	76	162	2.8%	157	5	13	170
North Leg												
Approach	1,328		1,240	88	230	1,470	801		769	32	85	854
Departure	252		233	19	42	275	1,030		1,018	12	32	1,050
Total	1,581		1,474	107	272	1,745	1,831		1,787	44	117	1,904
South Leg												
Approach	180		168	12	32	200	242		235	7	15	250
Departure	177		169	8	20	189	232		226	6	11	237
Total	357		337	20	52	389	474		461	13	26	487
East Leg												
Approach	547		482	65	152	633	954		915	39	84	998
Departure	717		631	86	220	851	865		819	46	111	930
Total	1,264		1,113	151	372	1,484	1,819		1,734	85	195	1,928
West Leg												
Approach	556		509	47	110	619	1,560		1,516	44	104	1,620
Departure	1,464		1,365	99	242	1,607	1,430		1,372	58	134	1,505
Total	2,019		1,873	146	352	2,226	2,990		2,888	102	238	3,125
Total Approaches												
Approach	2,610		2,398	212	524	2,922	3,557		3,435	122	288	3,722
Departure	2,610		2,398	212	524	2,922	3,557		3,435	122	288	3,722
Total	5,220		4,796	424	1048	5,844	7,114		6,870	244	576	7,444

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
3 . Wineville Avenue/4th Street												
NBL	33	12.0%	29	4	10	39	97	4.7%	92	5	11	103
NBT	12	12.0%	11	1	2	13	18	4.7%	17	1	2	19
NBR	7	12.0%	6	1	2	8	7	4.7%	7	0	0	7
SBL	41	12.0%	36	5	12	48	138	4.7%	131	7	16	147
SBT	11	12.0%	10	1	2	12	13	4.7%	12	1	2	14
SBR	76	12.0%	67	9	21	88	174	4.7%	166	8	18	184
EBL	226	12.0%	199	27	64	263	45	4.7%	43	2	5	48
EBT	375	12.0%	330	45	107	437	791	4.7%	754	37	85	839
EBR	117	12.0%	103	14	33	136	29	4.7%	28	1	2	30
WBL	19	12.0%	17	2	5	22	2	4.7%	2	0	0	2
WBT	437	12.0%	385	52	124	509	683	4.7%	651	32	73	724
WBR	122	12.0%	107	15	36	143	86	4.7%	82	4	9	91
North Leg												
Approach	128		113	15	35	148	325		309	16	36	345
Departure	359		316	43	102	419	149		142	7	16	158
Total	488		430	58	137	567	474		451	23	52	503
South Leg												
Approach	52		46	6	14	60	122		116	6	13	129
Departure	147		130	17	40	170	44		42	2	4	46
Total	198		175	23	54	230	166		158	8	17	175
East Leg												
Approach	577		508	69	165	674	771		735	36	82	817
Departure	423		372	51	121	493	936		892	44	101	993
Total	1,000		880	120	286	1,167	1,707		1,627	80	183	1,810
West Leg												
Approach	717		631	86	204	836	865		825	40	92	917
Departure	546		481	65	155	636	954		909	45	102	1,011
Total	1,263		1,112	151	359	1,472	1,819		1,734	85	194	1,928
Total Approaches												
Approach	1,475		1,299	176	418	1,718	2,083		1,985	98	223	2,208
Departure	1,475		1,299	176	418	1,718	2,083		1,985	98	223	2,208
Total	2,949		2,597	352	836	3,436	4,167		3,971	196	446	4,416

Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
4 . Barrington Avenue/4th Street												
NBL	33	12.0%	29	4	10	39	97	4.7%	92	5	11	103
NBT	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
NBR	7	12.0%	6	1	2	8	7	4.7%	7	0	0	7
SBL	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
SBT	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
SBR	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
EBL	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
EBT	306	12.0%	269	37	88	357	907	4.7%	864	43	98	962
EBR	117	12.0%	103	14	33	136	29	4.7%	28	1	2	30
WBL	19	12.0%	17	2	5	22	2	4.7%	2	0	0	2
WBT	525	12.0%	462	63	150	612	671	4.7%	639	32	73	712
WBR	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
North Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
South Leg												
Approach	40		35	5	12	47	105		100	5	11	110
Departure	136		120	16	38	158	31		30	1	2	32
Total	176		155	21	50	205	136		130	6	13	142
East Leg												
Approach	544		479	65	155	634	674		642	32	73	714
Departure	313		275	38	90	365	915		872	43	98	969
Total	857		754	103	245	999	1,588		1,513	75	171	1,683
West Leg												
Approach	423		372	51	121	493	936		892	44	100	992
Departure	558		491	67	160	651	769		732	37	84	815
Total	981		863	118	281	1,144	1,705		1,624	81	184	1,807
Total Approaches												
Approach	1,007		886	121	288	1,174	1,715		1,634	81	184	1,816
Departure	1,007		886	121	288	1,174	1,715		1,634	81	184	1,816
Total	2,014		1,772	242	576	2,348	3,429		3,267	162	368	3,632

Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
5 . Etiwanda Avenue/Napa Street												
NBL	0	0.0%	0	0	0	0	1	0.0%	1	0	0	1
NBT	402	13.2%	349	53	133	482	803	7.8%	740	63	136	876
NBR	81	66.7%	27	54	129	156	22	81.8%	4	18	44	48
SBL	40	50.0%	20	20	39	59	65	92.3%	5	60	129	134
SBT	694	13.8%	598	96	232	830	487	12.1%	428	59	142	570
SBR	0	0.0%	0	0	0	0	2	0.0%	2	0	0	2
EBL	0	0.0%	0	0	0	0	2	0.0%	2	0	0	2
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	0	0.0%	0	0	0	0	1	0.0%	1	0	0	1
WBL	60	93.3%	4	56	135	139	74	54.1%	34	40	83	117
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	35	91.4%	3	32	71	74	67	50.7%	33	34	72	105
North Leg												
Approach	734		618	116	271	889	554		435	119	271	706
Departure	437		352	85	204	556	872		775	97	208	983
Total	1,171		970	201	475	1,445	1,426		1,210	216	479	1,689
South Leg												
Approach	483		376	107	262	638	826		745	81	180	925
Departure	754		602	152	367	969	562		463	99	225	688
Total	1,237		978	259	629	1,607	1,388		1,208	180	405	1,613
East Leg												
Approach	95		7	88	206	213	141		67	74	155	222
Departure	121		47	74	168	215	87		9	78	173	182
Total	216		54	162	374	428	228		76	152	328	404
West Leg												
Approach	0		0	0	0	0	3		3	0	0	3
Departure	0		0	0	0	0	3		3	0	0	3
Total	0		0	0	0	0	6		6	0	0	6
Total Approaches												
Approach	1,312		1,001	311	739	1,740	1,524		1,250	274	606	1,856
Departure	1,312		1,001	311	739	1,740	1,524		1,250	274	606	1,856
Total	2,624		2,002	622	1478	3,480	3,048		2,500	548	1212	3,712

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
6 . Etiwanda Avenue/6th Street												
NBL	27	20.9%	21	6	14	35	16	13.0%	14	2	4	19
NBT	467	20.9%	369	98	227	596	811	13.0%	706	105	234	940
NBR	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
SBL	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
SBT	739	20.9%	584	155	359	943	537	13.0%	467	70	156	623
SBR	15	20.9%	12	3	7	19	26	13.0%	23	3	7	29
EBL	16	20.9%	13	3	7	20	14	13.0%	12	2	4	17
EBT	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
EBR	24	20.9%	19	5	12	31	32	13.0%	28	4	9	37
WBL	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
WBT	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
WBR	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
North Leg												
Approach	755		597	158	366	962	562		489	73	162	652
Departure	483		382	101	234	616	826		719	107	238	957
Total	1,238		979	259	600	1,578	1,388		1,208	180	401	1,609
South Leg												
Approach	494		390	104	241	631	828		721	107	238	959
Departure	764		604	160	371	974	569		495	74	165	660
Total	1,258		994	264	611	1,605	1,397		1,216	181	403	1,619
East Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
West Leg												
Approach	40		32	8	19	51	47		41	6	13	54
Departure	42		33	9	21	54	42		37	5	11	48
Total	82		65	17	39	105	89		78	11	24	102
Total Approaches												
Approach	1,289		1,019	270	625	1,644	1,437		1,251	186	414	1,665
Departure	1,289		1,019	270	625	1,644	1,437		1,251	186	414	1,665
Total	2,577		2,037	540	1251	3,288	2,874		2,502	372	828	3,330

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Table B-5: Existing PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
7 . Etiwanda Avenue/4th St-San Bern. Avenue												
NBL	229	10.0%	206	23	59	265	239	8.8%	218	21	49	267
NBT	463	17.5%	382	81	214	596	589	11.4%	522	67	163	685
NBR	30	26.7%	22	8	24	46	51	21.6%	40	11	29	69
SBL	36	33.3%	24	12	33	57	59	39.0%	36	23	46	82
SBT	545	20.0%	436	109	275	711	450	14.0%	387	63	157	544
SBR	158	11.4%	140	18	45	185	212	4.7%	202	10	20	222
EBL	109	17.4%	90	19	46	136	191	3.7%	184	7	14	198
EBT	105	18.1%	86	19	51	137	488	4.9%	464	24	55	519
EBR	64	25.0%	48	16	42	90	257	16.3%	215	42	107	322
WBL	233	22.7%	180	53	149	329	175	14.9%	149	26	67	216
WBT	285	9.5%	258	27	68	326	290	7.2%	269	21	48	317
WBR	36	27.8%	26	10	23	49	70	1.4%	69	1	2	71
North Leg												
Approach	739		600	139	353	953	721		625	96	223	848
Departure	608		498	110	283	781	850		775	75	179	954
Total	1,347		1,098	249	636	1,734	1,571		1,400	171	402	1,802
South Leg												
Approach	722		610	112	297	907	879		780	99	241	1,021
Departure	842		664	178	466	1,130	882		751	131	331	1,082
Total	1,564		1,274	290	763	2,037	1,761		1,531	230	572	2,103
East Leg												
Approach	554		464	90	240	704	535		487	48	117	604
Departure	171		132	39	108	240	598		540	58	130	670
Total	725		596	129	348	944	1,133		1,027	106	247	1,274
West Leg												
Approach	278		224	54	139	363	936		863	73	176	1,039
Departure	672		604	68	172	776	741		689	52	117	806
Total	950		828	122	311	1,139	1,677		1,552	125	293	1,845
Total Approaches												
Approach	2,293		1,898	395	1029	2,927	3,071		2,755	316	757	3,512
Departure	2,293		1,898	395	1029	2,927	3,071		2,755	316	757	3,512
Total	4,586		3,796	790	2058	5,854	6,142		5,510	632	1514	7,024

Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
1 . I-15 Southbound Rmp/4th Street						
NBL	70	0	70	135	0	135
NBT	68	0	68	296	0	296
NBR	82	0	82	334	0	334
SBL	172	0	172	101	0	101
SBT	212	0	212	297	0	297
SBR	837	0	837	577	0	577
EBL	328	0	328	941	0	941
EBT	365	3	368	1,195	2	1,197
EBR	58	0	58	114	0	114
WBL	107	0	107	215	0	215
WBT	1,332	1	1,333	967	3	970
WBR	169	8	177	308	30	338
North Leg						
Approach	1,221	0	1,221	975	0	975
Departure	565	8	573	1,545	30	1,575
Total	1,786	8	1,794	2,520	30	2,550
South Leg						
Approach	220	0	220	765	0	765
Departure	377	0	377	626	0	626
Total	597	0	597	1,391	0	1,391
East Leg						
Approach	1,608	9	1,617	1,490	33	1,523
Departure	619	3	622	1,630	2	1,632
Total	2,227	12	2,239	3,120	35	3,155
West Leg						
Approach	751	3	754	2,250	2	2,252
Departure	2,239	1	2,240	1,679	3	1,682
Total	2,990	4	2,994	3,929	5	3,934
Total Approaches						
Approach	3,800	12	3,812	5,480	35	5,515
Departure	3,800	12	3,812	5,480	35	5,515
Total	7,600	24	7,624	10,960	70	11,030

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
2 . I-15 Northbound Rmp/4th Street						
NBL	115	0	115	120	0	120
NBT	21	0	21	73	0	73
NBR	64	0	64	57	0	57
SBL	420	32	452	154	15	169
SBT	70	0	70	68	0	68
SBR	980	0	980	632	0	632
EBL	178	0	178	807	0	807
EBT	367	3	370	719	2	721
EBR	74	0	74	94	0	94
WBL	45	0	45	75	0	75
WBT	512	10	522	753	34	787
WBR	76	0	76	170	0	170
North Leg						
Approach	1,470	32	1,502	854	15	869
Departure	275	0	275	1,050	0	1,050
Total	1,745	32	1,777	1,904	15	1,919
South Leg						
Approach	200	0	200	250	0	250
Departure	189	0	189	237	0	237
Total	389	0	389	487	0	487
East Leg						
Approach	633	10	643	998	34	1,032
Departure	851	35	886	930	17	947
Total	1,484	45	1,529	1,928	51	1,979
West Leg						
Approach	619	3	622	1,620	2	1,622
Departure	1,607	10	1,617	1,505	34	1,539
Total	2,226	13	2,239	3,125	36	3,161
Total Approaches						
Approach	2,922	45	2,967	3,722	51	3,773
Departure	2,922	45	2,967	3,722	51	3,773
Total	5,844	90	5,934	7,444	102	7,546

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
3 . Wineville Avenue/4th Street						
NBL	39	0	39	103	0	103
NBT	13	0	13	19	0	19
NBR	8	0	8	7	0	7
SBL	48	0	48	147	0	147
SBT	12	0	12	14	0	14
SBR	88	0	88	184	0	184
EBL	263	0	263	48	0	48
EBT	437	35	472	839	17	856
EBR	136	0	136	30	0	30
WBL	22	0	22	2	0	2
WBT	509	10	519	724	34	758
WBR	143	0	143	91	0	91
North Leg						
Approach	148	0	148	345	0	345
Departure	419	0	419	158	0	158
Total	567	0	567	503	0	503
South Leg						
Approach	60	0	60	129	0	129
Departure	170	0	170	46	0	46
Total	230	0	230	175	0	175
East Leg						
Approach	674	10	684	817	34	851
Departure	493	35	528	993	17	1,010
Total	1,167	45	1,212	1,810	51	1,861
West Leg						
Approach	836	35	871	917	17	934
Departure	636	10	646	1,011	34	1,045
Total	1,472	45	1,517	1,928	51	1,979
Total Approaches						
Approach	1,718	45	1,763	2,208	51	2,259
Departure	1,718	45	1,763	2,208	51	2,259
Total	3,436	90	3,526	4,416	102	4,518

Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
4 . Barrington Avenue/4th Street						
NBL	39	0	39	103	0	103
NBT	0	0	0	0	0	0
NBR	8	0	8	7	0	7
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	357	35	392	962	17	979
EBR	136	0	136	30	0	30
WBL	22	0	22	2	0	2
WBT	612	10	622	712	34	746
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	47	0	47	110	0	110
Departure	158	0	158	32	0	32
Total	205	0	205	142	0	142
East Leg						
Approach	634	10	644	714	34	748
Departure	365	35	400	969	17	986
Total	999	45	1,044	1,683	51	1,734
West Leg						
Approach	493	35	528	992	17	1,009
Departure	651	10	661	815	34	849
Total	1,144	45	1,189	1,807	51	1,858
Total Approaches						
Approach	1,174	45	1,219	1,816	51	1,867
Departure	1,174	45	1,219	1,816	51	1,867
Total	2,348	90	2,438	3,632	102	3,734

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
5 . Etiwanda Avenue/Napa Street						
NBL	0	0	0	1	0	1
NBT	482	0	482	876	0	876
NBR	156	63	219	48	29	77
SBL	59	27	86	134	14	148
SBT	830	0	830	570	0	570
SBR	0	0	0	2	0	2
EBL	0	0	0	2	0	2
EBT	0	0	0	0	0	0
EBR	0	0	0	1	0	1
WBL	139	17	156	117	62	179
WBT	0	0	0	0	0	0
WBR	74	9	83	105	27	132
North Leg						
Approach	889	27	916	706	14	720
Departure	556	9	565	983	27	1,010
Total	1,445	36	1,481	1,689	41	1,730
South Leg						
Approach	638	63	701	925	29	954
Departure	969	17	986	688	62	750
Total	1,607	80	1,687	1,613	91	1,704
East Leg						
Approach	213	26	239	222	89	311
Departure	215	90	305	182	43	225
Total	428	116	544	404	132	536
West Leg						
Approach	0	0	0	3	0	3
Departure	0	0	0	3	0	3
Total	0	0	0	6	0	6
Total Approaches						
Approach	1,740	116	1,856	1,856	132	1,988
Departure	1,740	116	1,856	1,856	132	1,988
Total	3,480	232	3,712	3,712	264	3,976

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
6 . Etiwanda Avenue/6th Street						
NBL	35	0	35	19	0	19
NBT	596	61	657	940	29	969
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	943	17	960	623	60	683
SBR	19	0	19	29	1	30
EBL	20	1	21	17	0	17
EBT	0	0	0	0	0	0
EBR	31	0	31	37	0	37
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	962	17	979	652	61	713
Departure	616	62	678	957	29	986
Total	1,578	79	1,657	1,609	90	1,699
South Leg						
Approach	631	61	692	959	29	988
Departure	974	17	991	660	60	720
Total	1,605	78	1,683	1,619	89	1,708
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	51	1	52	54	0	54
Departure	54	0	54	48	1	49
Total	105	1	106	102	1	103
Total Approaches						
Approach	1,644	79	1,723	1,665	90	1,755
Departure	1,644	79	1,723	1,665	90	1,755
Total	3,288	158	3,446	3,330	180	3,510

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
7 . Etiwanda Avenue/4th St-San Bern. Avenue						
NBL	265	0	265	267	0	267
NBT	596	24	620	685	12	697
NBR	46	0	46	69	0	69
SBL	57	0	57	82	2	84
SBT	711	7	718	544	24	568
SBR	185	10	195	222	34	256
EBL	136	35	171	198	17	215
EBT	137	0	137	519	0	519
EBR	90	0	90	322	0	322
WBL	329	0	329	216	0	216
WBT	326	0	326	317	0	317
WBR	49	2	51	71	1	72
North Leg						
Approach	953	17	970	848	60	908
Departure	781	61	842	954	30	984
Total	1,734	78	1,812	1,802	90	1,892
South Leg						
Approach	907	24	931	1,021	12	1,033
Departure	1,130	7	1,137	1,082	24	1,106
Total	2,037	31	2,068	2,103	36	2,139
East Leg						
Approach	704	2	706	604	1	605
Departure	240	0	240	670	2	672
Total	944	2	946	1,274	3	1,277
West Leg						
Approach	363	35	398	1,039	17	1,056
Departure	776	10	786	806	34	840
Total	1,139	45	1,184	1,845	51	1,896
Total Approaches						
Approach	2,927	78	3,005	3,512	90	3,602
Departure	2,927	78	3,005	3,512	90	3,602
Total	5,854	156	6,010	7,024	180	7,204

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
8 . Driveway 1/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	5	5	0	18	18
EBL	0	20	20	0	8	8
EBT	215	72	287	0	36	218
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	213	21	234	0	73	295
WBR	0	0	0	0	0	0
North Leg						
Approach	0	5	5	0	18	18
Departure	0	20	20	0	8	8
Total	0	25	25	0	26	26
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	213	21	234	0	73	295
Departure	215	72	287	0	36	218
Total	428	93	521	0	109	513
West Leg						
Approach	215	92	307	0	44	226
Departure	213	26	239	0	91	313
Total	428	118	546	0	135	539
Total Approaches						
Approach	428	118	546	0	135	539
Departure	428	118	546	0	135	539
Total	856	236	1,092	0	270	1,078

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
9 . Driveway 2/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	5	5	0	18	18
EBL	0	20	20	0	8	8
EBT	215	52	267	0	28	210
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	213	16	229	0	55	277
WBR	0	0	0	0	0	0
North Leg						
Approach	0	5	5	0	18	18
Departure	0	20	20	0	8	8
Total	0	25	25	0	26	26
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	213	16	229	0	55	277
Departure	215	52	267	0	28	210
Total	428	68	496	0	83	487
West Leg						
Approach	215	72	287	0	36	218
Departure	213	21	234	0	73	295
Total	428	93	521	0	109	513
Total Approaches						
Approach	428	93	521	0	109	513
Departure	428	93	521	0	109	513
Total	856	186	1,042	0	218	1,026

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Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
10 . Driveway 3/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	6	6	0	21	21
EBL	0	21	21	0	12	12
EBT	215	32	247	0	17	199
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	213	10	223	0	35	257
WBR	0	0	0	0	0	0
North Leg						
Approach	0	6	6	0	21	21
Departure	0	21	21	0	12	12
Total	0	27	27	0	33	33
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	213	10	223	0	35	257
Departure	215	32	247	0	17	199
Total	428	42	470	0	52	456
West Leg						
Approach	215	53	268	0	29	211
Departure	213	16	229	0	56	278
Total	428	69	497	0	85	489
Total Approaches						
Approach	428	69	497	0	85	489
Departure	428	69	497	0	85	489
Total	856	138	994	0	170	978

Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
11 . Driveway 4/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	2	2	0	9	9
EBL	0	8	8	0	4	4
EBT	215	25	240	0	14	196
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	213	7	220	0	26	248
WBR	0	0	0	0	0	0
North Leg						
Approach	0	2	2	0	9	9
Departure	0	8	8	0	4	4
Total	0	10	10	0	13	13
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	213	7	220	0	26	248
Departure	215	25	240	0	14	196
Total	428	32	460	0	40	444
West Leg						
Approach	215	33	248	0	18	200
Departure	213	9	222	0	35	257
Total	428	42	470	0	53	457
Total Approaches						
Approach	428	42	470	0	53	457
Departure	428	42	470	0	53	457
Total	856	84	940	0	106	914

Table B-6: Existing With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Exist PCE Volume	Project Trips	Exist With Project	Exist PCE Volume	Project Trips	Exist With Project
12 . Driveway 5/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	7	7	0	26	26
EBL	0	25	25	0	14	14
EBT	215	0	215	0	0	182
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	213	0	213	0	0	222
WBR	0	0	0	0	0	0
North Leg						
Approach	0	7	7	0	26	26
Departure	0	25	25	0	14	14
Total	0	32	32	0	40	40
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	213	0	213	0	0	222
Departure	215	0	215	0	0	182
Total	428	0	428	0	0	404
West Leg						
Approach	215	25	240	0	14	196
Departure	213	7	220	0	26	248
Total	428	32	460	0	40	444
Total Approaches						
Approach	428	32	460	0	40	444
Departure	428	32	460	0	40	444
Total	856	64	920	0	80	888

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
1 . I-15 Southbound Rmp/4th Street														
NBL	70	3	73	23	96	0	96	135	5	140	18	158	0	158
NBT	68	3	71	0	71	0	71	296	12	308	0	308	0	308
NBR	82	3	85	8	93	0	93	334	13	347	6	353	0	353
SBL	172	7	179	61	240	0	240	101	4	105	30	135	0	135
SBT	212	8	220	0	220	0	220	297	12	309	0	309	0	309
SBR	837	33	870	3	873	0	873	577	23	600	1	601	0	601
EBL	328	13	341	252	593	0	593	941	38	979	177	1,156	0	1,156
EBT	365	15	380	56	436	3	439	1,195	48	1,243	53	1,296	2	1,298
EBR	58	2	60	23	83	0	83	114	5	119	19	138	0	138
WBL	107	4	111	8	119	0	119	215	9	224	6	230	0	230
WBT	1,332	53	1,385	132	1,517	1	1,518	967	39	1,006	317	1,323	3	1,326
WBR	169	7	176	58	234	8	242	308	12	320	199	519	30	549
North Leg														
Approach	1,221	48	1,269	64	1,333	0	1,333	975	39	1,014	31	1,045	0	1,045
Departure	565	23	588	310	898	8	906	1,545	62	1,607	376	1,983	30	2,013
Total	1,786	71	1,857	374	2,231	8	2,239	2,520	101	2,621	407	3,028	30	3,058
South Leg														
Approach	220	9	229	31	260	0	260	765	30	795	24	819	0	819
Departure	377	14	391	31	422	0	422	626	26	652	25	677	0	677
Total	597	23	620	62	682	0	682	1,391	56	1,447	49	1,496	0	1,496
East Leg														
Approach	1,608	64	1,672	198	1,870	9	1,879	1,490	60	1,550	522	2,072	33	2,105
Departure	619	25	644	125	769	3	772	1,630	65	1,695	89	1,784	2	1,786
Total	2,227	89	2,316	323	2,639	12	2,651	3,120	125	3,245	611	3,856	35	3,891
West Leg														
Approach	751	30	781	331	1,112	3	1,115	2,250	91	2,341	249	2,590	2	2,592
Departure	2,239	89	2,328	158	2,486	1	2,487	1,679	67	1,746	336	2,082	3	2,085
Total	2,990	119	3,109	489	3,598	4	3,602	3,929	158	4,087	585	4,672	5	4,677
Total Approaches														
Approach	3,800	151	3,951	624	4,575	12	4,587	5,480	220	5,700	826	6,526	35	6,561
Departure	3,800	151	3,951	624	4,575	12	4,587	5,480	220	5,700	826	6,526	35	6,561
Total	7,600	302	7,902	1,248	9,150	24	9,174	10,960	440	11,400	1,652	13,052	70	13,122

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
2 . I-15 Northbound Rmp/4th Street														
NBL	115	5	120	1	121	0	121	120	5	125	1	126	0	126
NBT	21	1	22	0	22	0	22	73	3	76	0	76	0	76
NBR	64	3	67	0	67	0	67	57	2	59	0	59	0	59
SBL	420	17	437	153	590	32	622	154	6	160	73	233	15	248
SBT	70	3	73	0	73	0	73	68	3	71	0	71	0	71
SBR	980	39	1,019	98	1,117	0	1,117	632	25	657	260	917	0	917
EBL	178	7	185	4	189	0	189	807	32	839	6	845	0	845
EBT	367	15	382	120	502	3	505	719	29	748	83	831	2	833
EBR	74	3	77	1	78	0	78	94	4	98	0	98	0	98
WBL	45	2	47	0	47	0	47	75	3	78	0	78	0	78
WBT	512	20	532	103	635	10	645	753	30	783	266	1,049	34	1,083
WBR	76	3	79	18	97	0	97	170	7	177	70	247	0	247
North Leg														
Approach	1,470	59	1,529	251	1,780	32	1,812	854	34	888	333	1,221	15	1,236
Departure	275	11	286	22	308	0	308	1,050	42	1,092	76	1,168	0	1,168
Total	1,745	70	1,815	273	2,088	32	2,120	1,904	76	1,980	409	2,389	15	2,404
South Leg														
Approach	200	9	209	1	210	0	210	250	10	260	1	261	0	261
Departure	189	8	197	1	198	0	198	237	10	247	0	247	0	247
Total	389	17	406	2	408	0	408	487	20	507	1	508	0	508
East Leg														
Approach	633	25	658	121	779	10	789	998	40	1,038	336	1,374	34	1,408
Departure	851	35	886	273	1,159	35	1,194	930	37	967	156	1,123	17	1,140
Total	1,484	60	1,544	394	1,938	45	1,983	1,928	77	2,005	492	2,497	51	2,548
West Leg														
Approach	619	25	644	125	769	3	772	1,620	65	1,685	89	1,774	2	1,776
Departure	1,607	64	1,671	202	1,873	10	1,883	1,505	60	1,565	527	2,092	34	2,126
Total	2,226	89	2,315	327	2,642	13	2,655	3,125	125	3,250	616	3,866	36	3,902
Total Approaches														
Approach	2,922	118	3,040	498	3,538	45	3,583	3,722	149	3,871	759	4,630	51	4,681
Departure	2,922	118	3,040	498	3,538	45	3,583	3,722	149	3,871	759	4,630	51	4,681
Total	5,844	236	6,080	996	7,076	90	7,166	7,444	298	7,742	1,518	9,260	102	9,362

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
3 . Wineville Avenue/4th Street														
NBL	39	2	41	1	42	0	42	103	4	107	1	108	0	108
NBT	13	1	14	0	14	0	14	19	1	20	0	20	0	20
NBR	8	0	8	0	8	0	8	7	0	7	0	7	0	7
SBL	48	2	50	0	50	0	50	147	6	153	0	153	0	153
SBT	12	0	12	0	12	0	12	14	1	15	0	15	0	15
SBR	88	4	92	1	93	0	93	184	7	191	1	192	0	192
EBL	263	11	274	1	275	0	275	48	2	50	1	51	0	51
EBT	437	17	454	272	726	35	761	839	34	873	153	1,026	17	1,043
EBR	136	5	141	1	142	0	142	30	1	31	0	31	0	31
WBL	22	1	23	0	23	0	23	2	0	2	0	2	0	2
WBT	509	20	529	121	650	10	660	724	29	753	335	1,088	34	1,122
WBR	143	6	149	0	149	0	149	91	4	95	0	95	0	95
North Leg														
Approach	148	6	154	1	155	0	155	345	14	359	1	360	0	360
Departure	419	18	437	1	438	0	438	158	7	165	1	166	0	166
Total	567	24	591	2	593	0	593	503	21	524	2	526	0	526
South Leg														
Approach	60	3	63	1	64	0	64	129	5	134	1	135	0	135
Departure	170	6	176	1	177	0	177	46	2	48	0	48	0	48
Total	230	9	239	2	241	0	241	175	7	182	1	183	0	183
East Leg														
Approach	674	27	701	121	822	10	832	817	33	850	335	1,185	34	1,219
Departure	493	19	512	272	784	35	819	993	40	1,033	153	1,186	17	1,203
Total	1,167	46	1,213	393	1,606	45	1,651	1,810	73	1,883	488	2,371	51	2,422
West Leg														
Approach	836	33	869	274	1,143	35	1,178	917	37	954	154	1,108	17	1,125
Departure	636	26	662	123	785	10	795	1,011	40	1,051	337	1,388	34	1,422
Total	1,472	59	1,531	397	1,928	45	1,973	1,928	77	2,005	491	2,496	51	2,547
Total Approaches														
Approach	1,718	69	1,787	397	2,184	45	2,229	2,208	89	2,297	491	2,788	51	2,839
Departure	1,718	69	1,787	397	2,184	45	2,229	2,208	89	2,297	491	2,788	51	2,839
Total	3,436	138	3,574	794	4,368	90	4,458	4,416	178	4,594	982	5,576	102	5,678

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
4 . Barrington Avenue/4th Street														
NBL	39	2	41	0	41	0	41	103	4	107	0	107	0	107
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	8	0	8	0	8	0	8	7	0	7	0	7	0	7
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBT	357	14	371	88	459	35	494	962	38	1,000	90	1,090	17	1,107
EBR	136	5	141	0	141	0	141	30	1	31	0	31	0	31
WBL	22	1	23	0	23	0	23	2	0	2	0	2	0	2
WBT	612	24	636	88	724	10	734	712	28	740	127	867	34	901
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Leg														
Approach	47	2	49	0	49	0	49	110	4	114	0	114	0	114
Departure	158	6	164	0	164	0	164	32	1	33	0	33	0	33
Total	205	8	213	0	213	0	213	142	5	147	0	147	0	147
East Leg														
Approach	634	25	659	88	747	10	757	714	28	742	127	869	34	903
Departure	365	14	379	88	467	35	502	969	38	1,007	90	1,097	17	1,114
Total	999	39	1,038	176	1,214	45	1,259	1,683	66	1,749	217	1,966	51	2,017
West Leg														
Approach	493	19	512	88	600	35	635	992	39	1,031	90	1,121	17	1,138
Departure	651	26	677	88	765	10	775	815	32	847	127	974	34	1,008
Total	1,144	45	1,189	176	1,365	45	1,410	1,807	71	1,878	217	2,095	51	2,146
Total Approaches														
Approach	1,174	46	1,220	176	1,396	45	1,441	1,816	71	1,887	217	2,104	51	2,155
Departure	1,174	46	1,220	176	1,396	45	1,441	1,816	71	1,887	217	2,104	51	2,155
Total	2,348	92	2,440	352	2,792	90	2,882	3,632	142	3,774	434	4,208	102	4,310

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
5 . Etiwanda Avenue/Napa Street														
NBL	0	0	0	57	57	0	57	1	0	1	26	27	0	27
NBT	482	19	501	105	606	0	606	876	35	911	92	1,003	0	1,003
NBR	156	6	162	0	162	63	225	48	2	50	0	50	29	79
SBL	59	2	61	0	61	27	88	134	5	139	0	139	14	153
SBT	830	33	863	87	950	0	950	570	23	593	148	741	0	741
SBR	0	0	0	49	49	0	49	2	0	2	23	25	0	25
EBL	0	0	0	16	16	0	16	2	0	2	57	59	0	59
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	18	18	0	18	1	0	1	67	68	0	68
WBL	139	6	145	0	145	17	162	117	5	122	0	122	62	184
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	74	3	77	0	77	9	86	105	4	109	0	109	27	136
North Leg														
Approach	889	35	924	136	1,060	27	1,087	706	28	734	171	905	14	919
Departure	556	22	578	121	699	9	708	983	39	1,022	149	1,171	27	1,198
Total	1,445	57	1,502	257	1,759	36	1,795	1,689	67	1,756	320	2,076	41	2,117
South Leg														
Approach	638	25	663	162	825	63	888	925	37	962	118	1,080	29	1,109
Departure	969	39	1,008	105	1,113	17	1,130	688	28	716	215	931	62	993
Total	1,607	64	1,671	267	1,938	80	2,018	1,613	65	1,678	333	2,011	91	2,102
East Leg														
Approach	213	9	222	0	222	26	248	222	9	231	0	231	89	320
Departure	215	8	223	0	223	90	313	182	7	189	0	189	43	232
Total	428	17	445	0	445	116	561	404	16	420	0	420	132	552
West Leg														
Approach	0	0	0	34	34	0	34	3	0	3	124	127	0	127
Departure	0	0	0	106	106	0	106	3	0	3	49	52	0	52
Total	0	0	0	140	140	0	140	6	0	6	173	179	0	179
Total Approaches														
Approach	1,740	69	1,809	332	2,141	116	2,257	1,856	74	1,930	413	2,343	132	2,475
Departure	1,740	69	1,809	332	2,141	116	2,257	1,856	74	1,930	413	2,343	132	2,475
Total	3,480	138	3,618	664	4,282	232	4,514	3,712	148	3,860	826	4,686	264	4,950

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
6 . Etiwanda Avenue/6th Street														
NBL	35	1	36	1	37	0	37	19	1	20	0	20	0	20
NBT	596	24	620	160	780	61	841	940	38	978	115	1,093	29	1,122
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	943	38	981	104	1,085	17	1,102	623	25	648	215	863	60	923
SBR	19	1	20	1	21	0	21	29	1	30	0	30	1	31
EBL	20	1	21	2	23	1	24	17	1	18	3	21	0	21
EBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EBR	31	1	32	5	37	0	37	37	1	38	6	44	0	44
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	962	39	1,001	105	1,106	17	1,123	652	26	678	215	893	61	954
Departure	616	25	641	162	803	62	865	957	39	996	118	1,114	29	1,143
Total	1,578	64	1,642	267	1,909	79	1,988	1,609	65	1,674	333	2,007	90	2,097
South Leg														
Approach	631	25	656	161	817	61	878	959	39	998	115	1,113	29	1,142
Departure	974	39	1,013	109	1,122	17	1,139	660	26	686	221	907	60	967
Total	1,605	64	1,669	270	1,939	78	2,017	1,619	65	1,684	336	2,020	89	2,109
East Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
West Leg														
Approach	51	2	53	7	60	1	61	54	2	56	9	65	0	65
Departure	54	2	56	2	58	0	58	48	2	50	0	50	1	51
Total	105	4	109	9	118	1	119	102	4	106	9	115	1	116
Total Approaches														
Approach	1,644	66	1,710	273	1,983	79	2,062	1,665	67	1,732	339	2,071	90	2,161
Departure	1,644	66	1,710	273	1,983	79	2,062	1,665	67	1,732	339	2,071	90	2,161
Total	3,288	132	3,420	546	3,966	158	4,124	3,330	134	3,464	678	4,142	180	4,322

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
7 . Etiwanda Avenue/4th St-San Bern. Avenue														
NBL	265	11	276	15	291	0	291	267	11	278	12	290	0	290
NBT	596	24	620	94	714	24	738	685	27	712	66	778	12	790
NBR	46	2	48	0	48	0	48	69	3	72	0	72	0	72
SBL	57	2	59	2	61	0	61	82	3	85	7	92	2	94
SBT	711	28	739	56	795	7	802	544	22	566	116	682	24	706
SBR	185	7	192	49	241	10	251	222	9	231	94	325	34	359
EBL	136	5	141	61	202	35	237	198	8	206	46	252	17	269
EBT	137	5	142	26	168	0	168	519	21	540	32	572	0	572
EBR	90	4	94	11	105	0	105	322	13	335	17	352	0	352
WBL	329	13	342	0	342	0	342	216	9	225	0	225	0	225
WBT	326	13	339	25	364	0	364	317	13	330	29	359	0	359
WBR	49	2	51	7	58	2	60	71	3	74	3	77	1	78
North Leg														
Approach	953	37	990	107	1,097	17	1,114	848	34	882	217	1,099	60	1,159
Departure	781	31	812	162	974	61	1,035	954	38	992	115	1,107	30	1,137
Total	1,734	68	1,802	269	2,071	78	2,149	1,802	72	1,874	332	2,206	90	2,296
South Leg														
Approach	907	37	944	109	1,053	24	1,077	1,021	41	1,062	78	1,140	12	1,152
Departure	1,130	45	1,175	67	1,242	7	1,249	1,082	44	1,126	133	1,259	24	1,283
Total	2,037	82	2,119	176	2,295	31	2,326	2,103	85	2,188	211	2,399	36	2,435
East Leg														
Approach	704	28	732	32	764	2	766	604	25	629	32	661	1	662
Departure	240	9	249	28	277	0	277	670	27	697	39	736	2	738
Total	944	37	981	60	1,041	2	1,043	1,274	52	1,326	71	1,397	3	1,400
West Leg														
Approach	363	14	377	98	475	35	510	1,039	42	1,081	95	1,176	17	1,193
Departure	776	31	807	89	896	10	906	806	33	839	135	974	34	1,008
Total	1,139	45	1,184	187	1,371	45	1,416	1,845	75	1,920	230	2,150	51	2,201
Total Approaches														
Approach	2,927	116	3,043	346	3,389	78	3,467	3,512	142	3,654	422	4,076	90	4,166
Departure	2,927	116	3,043	346	3,389	78	3,467	3,512	142	3,654	422	4,076	90	4,166
Total	5,854	232	6,086	692	6,778	156	6,934	7,024	284	7,308	844	8,152	180	8,332

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
8 . Driveway 1/Napa Street														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	5	5	0	0	0	0	0	18	18
EBL	0	0	0	0	0	20	20	0	0	0	0	0	8	8
EBT	215	9	224	0	224	72	296	182	7	189	0	189	36	225
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	213	9	222	0	222	21	243	222	9	231	0	231	73	304
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	5	5	0	0	0	0	0	18	18
Departure	0	0	0	0	0	20	20	0	0	0	0	0	8	8
Total	0	0	0	0	0	25	25	0	0	0	0	0	26	26
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	213	9	222	0	222	21	243	222	9	231	0	231	73	304
Departure	215	9	224	0	224	72	296	182	7	189	0	189	36	225
Total	428	18	446	0	446	93	539	404	16	420	0	420	109	529
West Leg														
Approach	215	9	224	0	224	92	316	182	7	189	0	189	44	233
Departure	213	9	222	0	222	26	248	222	9	231	0	231	91	322
Total	428	18	446	0	446	118	564	404	16	420	0	420	135	555
Total Approaches														
Approach	428	18	446	0	446	118	564	404	16	420	0	420	135	555
Departure	428	18	446	0	446	118	564	404	16	420	0	420	135	555
Total	856	36	892	0	892	236	1,128	808	32	840	0	840	270	1,110

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
9 . Driveway 2/Napa Street														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	5	5	0	0	0	0	0	18	18
EBL	0	0	0	0	0	20	20	0	0	0	0	0	8	8
EBT	215	9	224	0	224	52	276	182	7	189	0	189	28	217
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	213	9	222	0	222	16	238	222	9	231	0	231	55	286
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	5	5	0	0	0	0	0	18	18
Departure	0	0	0	0	0	20	20	0	0	0	0	0	8	8
Total	0	0	0	0	0	25	25	0	0	0	0	0	26	26
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	213	9	222	0	222	16	238	222	9	231	0	231	55	286
Departure	215	9	224	0	224	52	276	182	7	189	0	189	28	217
Total	428	18	446	0	446	68	514	404	16	420	0	420	83	503
West Leg														
Approach	215	9	224	0	224	72	296	182	7	189	0	189	36	225
Departure	213	9	222	0	222	21	243	222	9	231	0	231	73	304
Total	428	18	446	0	446	93	539	404	16	420	0	420	109	529
Total Approaches														
Approach	428	18	446	0	446	93	539	404	16	420	0	420	109	529
Departure	428	18	446	0	446	93	539	404	16	420	0	420	109	529
Total	856	36	892	0	892	186	1,078	808	32	840	0	840	218	1,058

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
10 . Driveway 3/Napa Street														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	6	6	0	0	0	0	0	21	21
EBL	0	0	0	0	0	21	21	0	0	0	0	0	12	12
EBT	215	9	224	0	224	32	256	182	7	189	0	189	17	206
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	213	9	222	0	222	10	232	222	9	231	0	231	35	266
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	6	6	0	0	0	0	0	21	21
Departure	0	0	0	0	0	21	21	0	0	0	0	0	12	12
Total	0	0	0	0	0	27	27	0	0	0	0	0	33	33
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	213	9	222	0	222	10	232	222	9	231	0	231	35	266
Departure	215	9	224	0	224	32	256	182	7	189	0	189	17	206
Total	428	18	446	0	446	42	488	404	16	420	0	420	52	472
West Leg														
Approach	215	9	224	0	224	53	277	182	7	189	0	189	29	218
Departure	213	9	222	0	222	16	238	222	9	231	0	231	56	287
Total	428	18	446	0	446	69	515	404	16	420	0	420	85	505
Total Approaches														
Approach	428	18	446	0	446	69	515	404	16	420	0	420	85	505
Departure	428	18	446	0	446	69	515	404	16	420	0	420	85	505
Total	856	36	892	0	892	138	1,030	808	32	840	0	840	170	1,010

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
11 . Driveway 4/Napa Street														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	2	2	0	0	0	0	0	9	9
EBL	0	0	0	0	0	8	8	0	0	0	0	0	4	4
EBT	215	9	224	0	224	25	249	182	7	189	0	189	14	203
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	213	9	222	0	222	7	229	222	9	231	0	231	26	257
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	2	2	0	0	0	0	0	9	9
Departure	0	0	0	0	0	8	8	0	0	0	0	0	4	4
Total	0	0	0	0	0	10	10	0	0	0	0	0	13	13
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	213	9	222	0	222	7	229	222	9	231	0	231	26	257
Departure	215	9	224	0	224	25	249	182	7	189	0	189	14	203
Total	428	18	446	0	446	32	478	404	16	420	0	420	40	460
West Leg														
Approach	215	9	224	0	224	33	257	182	7	189	0	189	18	207
Departure	213	9	222	0	222	9	231	222	9	231	0	231	35	266
Total	428	18	446	0	446	42	488	404	16	420	0	420	53	473
Total Approaches														
Approach	428	18	446	0	446	42	488	404	16	420	0	420	53	473
Departure	428	18	446	0	446	42	488	404	16	420	0	420	53	473
Total	856	36	892	0	892	84	976	808	32	840	0	840	106	946

Table B-7: Opening Year (2022) With Project Peak Hour Volume Summary

	AM Peak Hour							PM Peak Hour						
	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project	Exist PCE Volume	Growth	OY Back.	Cumul. Pr.	OY NP	Project Trips	OY With Project
12 . Driveway 5/Napa Street														
NBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	7	7	0	0	0	0	0	26	26
EBL	0	0	0	0	0	25	25	0	0	0	0	0	14	14
EBT	215	9	224	0	224	0	224	182	7	189	0	189	0	189
EBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WBT	213	9	222	0	222	0	222	222	9	231	0	231	0	231
WBR	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Leg														
Approach	0	0	0	0	0	7	7	0	0	0	0	0	26	26
Departure	0	0	0	0	0	25	25	0	0	0	0	0	14	14
Total	0	0	0	0	0	32	32	0	0	0	0	0	40	40
South Leg														
Approach	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Leg														
Approach	213	9	222	0	222	0	222	222	9	231	0	231	0	231
Departure	215	9	224	0	224	0	224	182	7	189	0	189	0	189
Total	428	18	446	0	446	0	446	404	16	420	0	420	0	420
West Leg														
Approach	215	9	224	0	224	25	249	182	7	189	0	189	14	203
Departure	213	9	222	0	222	7	229	222	9	231	0	231	26	257
Total	428	18	446	0	446	32	478	404	16	420	0	420	40	460
Total Approaches														
Approach	428	18	446	0	446	32	478	404	16	420	0	420	40	460
Departure	428	18	446	0	446	32	478	404	16	420	0	420	40	460
Total	856	36	892	0	892	64	956	808	32	840	0	840	80	920

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Table B-8: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
1 I-15 Southbound Rmp/4th Street										
AM Peak Hour										
Northbound	Left	68	Approach	212	52	50	-2	-1	-1	211
	Through	67	Departure	373	134	145	11	4	3	376
	Right	77								
Southbound	Left	147	Approach	1,181	1,987	2,264	277	105	88	1,268
	Through	211	Departure	464	795	1,233	438	166	139	602
	Right	823								
Eastbound	Left	272	Approach	660	2,121	2,969	848	322	269	929
	Through	332	Departure	2,124	5,605	6,215	610	232	193	2,317
	Right	57								
Westbound	Left	105	Approach	1,463	4,028	4,530	502	191	159	1,622
	Through	1,233	Departure	556	1,655	2,219	564	214	179	734
	Right	125								
PM Peak Hour										
Northbound	Left	134	Approach	762	172	721	549	154	128	891
	Through	294	Departure	625	120	168	48	13	11	636
	Right	334								
Southbound	Left	74	Approach	929	1,468	1,728	260	73	61	990
	Through	297	Departure	1,500	2,836	2,936	100	28	23	1,523
	Right	559								
Eastbound	Left	909	Approach	2,176	7,550	9,006	1,456	408	340	2,516
	Through	1,153	Departure	1,611	4,375	5,682	1,307	366	305	1,916
	Right	114								
Westbound	Left	215	Approach	1,429	3,871	4,820	949	266	221	1,651
	Through	918	Departure	1,561	5,730	7,489	1,759	493	410	1,972
	Right	297								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-8: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Yea Pk. Per. Change	Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
2 I-15 Northbound Rmp/4th Street										
AM Peak Hour										
Northbound	Left	105	Approach	180	0	0	0	0	0	180
	Through	20	Departure	177	0	0	0	0	0	177
	Right	55								
Southbound	Left	352	Approach	1,328	2,538	2,532	-6	-2	-2	1,326
	Through	62	Departure	252	453	496	43	16	14	266
	Right	914								
Eastbound	Left	173	Approach	556	1,654	2,219	565	215	179	735
	Through	310	Departure	1,464	4,028	4,530	502	191	159	1,622
	Right	73								
Westbound	Left	42	Approach	547	2,143	2,662	519	197	164	711
	Through	445	Departure	717	1,855	2,387	532	202	168	885
	Right	59								
PM Peak Hour										
Northbound	Left	113	Approach	242	0	0	0	0	0	242
	Through	73	Departure	232	0	0	0	0	0	232
	Right	56								
Southbound	Left	136	Approach	801	1,857	2,679	822	230	192	993
	Through	65	Departure	1,030	2,421	2,752	331	93	77	1,107
	Right	600								
Eastbound	Left	795	Approach	1,560	5,730	7,489	1,759	493	410	1,971
	Through	673	Departure	1,430	3,871	4,820	949	266	221	1,651
	Right	92								
Westbound	Left	75	Approach	954	2,886	2,775	-111	-31	-26	928
	Through	716	Departure	865	4,182	5,371	1,189	333	277	1,143
	Right	162								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-8: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
3 Wineville Avenue/4th Street										
AM Peak Hour										
Northbound	Left	33	Approach	52	0	0	0	0	0	52
	Through	12	Departure	147	0	0	0	0	0	147
	Right	7								
Southbound	Left	41	Approach	128	0	0	0	0	0	128
	Through	11	Departure	359	0	0	0	0	0	367
	Right	76								
Eastbound	Left	226	Approach	717	1,855	2,387	532	202	168	886
	Through	375	Departure	546	2,143	2,662	519	197	164	710
	Right	117								
Westbound	Left	19	Approach	577	2,292	2,803	511	194	162	739
	Through	437	Departure	423	1,627	2,127	500	190	158	581
	Right	122								
PM Peak Hour										
Northbound	Left	97	Approach	122	0	0	0	0	0	122
	Through	18	Departure	44	0	0	0	0	0	44
	Right	7								
Southbound	Left	138	Approach	325	0	0	0	0	0	351
	Through	13	Departure	149	0	0	0	0	0	149
	Right	174								
Eastbound	Left	45	Approach	865	4,182	5,371	1,189	333	277	1,142
	Through	791	Departure	954	2,886	2,775	-111	-31	-26	928
	Right	29								
Westbound	Left	2	Approach	771	2,629	2,528	-101	-28	-24	748
	Through	683	Departure	936	4,283	5,592	1,309	367	305	1,242
	Right	86								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-8: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
4 Barrington Avenue/4th Street										
AM Peak Hour										
Northbound	Left	33	Approach	40	0	0	0	0	0	40
	Through	0	Departure	136	0	0	0	0	0	136
	Right	7								
Southbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Eastbound	Left	0	Approach	423	914	1,574	660	251	209	632
	Through	306	Departure	558	2,960	3,250	290	110	92	650
	Right	117								
Westbound	Left	19	Approach	544	2,960	3,250	290	110	92	636
	Through	525	Departure	313	914	1,574	660	251	209	522
	Right	0								
PM Peak Hour										
Northbound	Left	97	Approach	105	0	0	0	0	0	105
	Through	0	Departure	31	0	0	0	0	0	31
	Right	7								
Southbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Eastbound	Left	0	Approach	936	4,775	5,881	1,106	310	258	1,194
	Through	907	Departure	769	1,996	1,729	-267	-75	-62	707
	Right	29								
Westbound	Left	2	Approach	674	1,996	1,729	-267	-75	-62	612
	Through	671	Departure	915	4,775	5,881	1,106	310	258	1,173
	Right	0								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-8: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
5 Etiwanda Avenue/Napa Street										
AM Peak Hour										
Northbound	Left	0	Approach	483	2,449	3,519	1,070	407	339	822
	Through	402	Departure	754	2,826	4,206	1,380	524	437	1,191
	Right	81								
Southbound	Left	40	Approach	734	2,906	4,783	1,877	713	594	1,328
	Through	694	Departure	437	2,425	3,223	798	303	253	690
	Right	0								
Eastbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
Westbound	Left	60	Approach	95	0	0	0	0	0	104
	Through	0	Departure	121	0	0	0	0	0	373
	Right	35								
PM Peak Hour										
Northbound	Left	1	Approach	826	4,120	6,484	2,364	662	552	1,378
	Through	803	Departure	562	3,344	4,151	807	226	188	750
	Right	22								
Southbound	Left	65	Approach	554	3,332	3,970	638	179	149	703
	Through	487	Departure	872	4,184	7,061	2,877	806	671	1,543
	Right	2								
Eastbound	Left	2	Approach	3	0	0	0	0	0	3
	Through	0	Departure	3	0	0	0	0	0	3
	Right	1								
Westbound	Left	74	Approach	141	0	0	0	0	0	308
	Through	0	Departure	87	0	0	0	0	0	95
	Right	67								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-8: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
6 Etiwanda Avenue/6th Street										
AM Peak Hour										
Northbound	Left	27	Approach	494	2,710	3,544	834	317	264	758
	Through	467	Departure	764	2,417	3,792	1,375	523	435	1,199
	Right	0								
Southbound	Left	0	Approach	755	2,826	4,206	1,380	524	437	1,192
	Through	739	Departure	483	2,449	3,519	1,070	407	339	822
	Right	15								
Eastbound	Left	16	Approach	40	186	282	96	36	30	242
	Through	0	Departure	42	856	721	-135	-51	-43	171
	Right	24								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								
PM Peak Hour										
Northbound	Left	16	Approach	828	3,551	5,146	1,595	447	372	1,200
	Through	811	Departure	569	4,160	5,395	1,235	346	288	858
	Right	0								
Southbound	Left	0	Approach	562	3,344	4,151	807	226	188	751
	Through	537	Departure	826	4,120	6,484	2,364	662	552	1,377
	Right	26								
Eastbound	Left	14	Approach	47	1,841	3,399	1,558	436	364	410
	Through	0	Departure	42	456	816	360	101	84	126
	Right	32								
Westbound	Left	0	Approach	0	0	0	0	0	0	0
	Through	0	Departure	0	0	0	0	0	0	0
	Right	0								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-8: Forecast Link Volume Worksheet
General Plan Build-Out (2040) Conditions

		Existing 2020 Volume		Existing 2020 Link Volume	Base Yr. Modeled Pk. Per. Volume	Fut. Yr. Modeled Pk. Per. Volume	Base to Future Year Pk. Per. Change	Base to Future Year Pk. Hr. Change	2020 to 2040 Link Vol Growth[1]	2040 Link Volume
7 Etiwanda Avenue/4th St-San Bern. Avenue										
AM Peak Hour										
Northbound	Left	229	Approach	722	2,294	2,525	231	88	73	795
	Through	463	Departure	842	1,891	3,053	1,162	442	368	1,210
	Right	30								
Southbound	Left	36	Approach	739	2,408	3,738	1,330	505	421	1,160
	Through	545	Departure	608	2,802	3,706	904	344	286	894
	Right	158								
Eastbound	Left	109	Approach	278	914	1,574	660	251	209	487
	Through	105	Departure	672	2,960	3,250	290	110	92	764
	Right	64								
Westbound	Left	233	Approach	554	2,978	3,461	483	184	153	707
	Through	285	Departure	171	940	1,290	350	133	111	282
	Right	36								
PM Peak Hour										
Northbound	Left	239	Approach	879	2,909	4,474	1,565	438	365	1,244
	Through	589	Departure	882	3,482	3,593	111	31	26	908
	Right	51								
Southbound	Left	59	Approach	721	4,269	5,564	1,295	363	302	1,023
	Through	450	Departure	850	3,573	5,127	1,554	435	363	1,213
	Right	212								
Eastbound	Left	191	Approach	936	4,775	5,881	1,106	310	258	1,194
	Through	488	Departure	741	1,996	1,729	-267	-75	-62	679
	Right	257								
Westbound	Left	175	Approach	535	1,678	1,403	-275	-77	-64	471
	Through	290	Departure	598	4,580	6,873	2,293	642	535	1,133
	Right	70								

[1] Modeled base year (2016) to modeled future year (2040) conditions represent 24 years of traffic growth. Since it is 20 years from 2020 to 2040 the growth represents 0.833333333333333 % of the growth between 2016 and 2040 model years. Also the a.m. peak hour is 38% of the peak period and the p.m. peak hour is 28 percent of the peak period.

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume
1 I-15 Southbound Rmp/4th Street					
A.M. Peak Hour					
Northbound	Left	68	Approach	211	Left 64
	Through	67	Departure	376	Through 68
	Right	77		0	Right 80
Southbound	Left	147	Approach	1,268	Left 175
	Through	211	Departure	602	Through 205
	Right	823		0	Right 887
Eastbound	Left	272	Approach	929	Left 384
	Through	332	Departure	2,317	Through 479
	Right	57		0	Right 67
Westbound	Left	105	Approach	1,622	Left 104
	Through	1,233	Departure	734	Through 1,366
	Right	125		0	Right 150
		0		0	0
		0		0	0
P.M. Peak Hour		0		0	0
		0		0	0
Northbound	Left	134	Approach	891	Left 167
	Through	294	Departure	636	Through 300
	Right	334		0	Right 423
Southbound	Left	74	Approach	990	Left 83
	Through	297	Departure	1,523	Through 285
	Right	559		0	Right 622
Eastbound	Left	909	Approach	2,516	Left 927
	Through	1,153	Departure	1,916	Through 1,465
	Right	114		0	Right 123
Westbound	Left	215	Approach	1,651	Left 228
	Through	918	Departure	1,972	Through 1,127
	Right	297			Right 297
		0			

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume
2 I-15 Northbound Rmp/4th Street					
A.M. Peak Hour					
Northbound	Left	105	Approach	180	Left	106
	Through	20	Departure	177	Through	16
	Right	55		0	Right	58
Southbound	Left	352	Approach	1,326	Left	365
	Through	62	Departure	266	Through	49
	Right	914		0	Right	912
Eastbound	Left	173	Approach	735	Left	189
	Through	310	Departure	1,622	Through	463
	Right	73		0	Right	83
Westbound	Left	42	Approach	711	Left	45
	Through	445	Departure	885	Through	605
	Right	59		0	Right	61
		0		0		0
		0		0		0
P.M. Peak Hour		0		0		0
		0		0		0
Northbound	Left	113	Approach	242	Left	127
	Through	73	Departure	232	Through	60
	Right	56		0	Right	55
Southbound	Left	136	Approach	993	Left	155
	Through	65	Departure	1,107	Through	63
	Right	600		0	Right	777
Eastbound	Left	795	Approach	1,971	Left	923
	Through	673	Departure	1,651	Through	933
	Right	92		0	Right	110
Westbound	Left	75	Approach	928	Left	59
	Through	716	Departure	1,143	Through	746
	Right	162			Right	124
		0				

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume
3 Wineville Avenue/4th Street					
A.M. Peak Hour					
Northbound	Left	33	Approach	52	Left 35
	Through	12	Departure	147	Through 9
	Right	7		0	Right 8
Southbound	Left	41	Approach	128	Left 43
	Through	11	Departure	367	Through 8
	Right	76		0	Right 78
Eastbound	Left	226	Approach	886	Left 234
	Through	375	Departure	710	Through 531
	Right	117		0	Right 120
Westbound	Left	19	Approach	739	Left 19
	Through	437	Departure	581	Through 597
	Right	122		0	Right 123
		0		0	0
		0		0	0
P.M. Peak Hour		0		0	0
		0		0	0
Northbound	Left	97	Approach	122	Left 96
	Through	18	Departure	44	Through 17
	Right	7		0	Right 8
Southbound	Left	138	Approach	351	Left 166
	Through	13	Departure	149	Through 12
	Right	174		0	Right 172
Eastbound	Left	45	Approach	1,142	Left 50
	Through	791	Departure	928	Through 1,067
	Right	29		0	Right 30
Westbound	Left	2	Approach	748	Left 2
	Through	683	Departure	1,242	Through 659
	Right	86			Right 82
		0			

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume
4 Barrington Avenue/4th Street					
A.M. Peak Hour					
Northbound	Left	33	Approach	40	Left	32
	Through	0	Departure	136	Through	0
	Right	7		0	Right	8
Southbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0		0	Right	0
Eastbound	Left	0	Approach	632	Left	0
	Through	306	Departure	650	Through	514
	Right	117		0	Right	120
Westbound	Left	19	Approach	636	Left	16
	Through	525	Departure	522	Through	618
	Right	0		0	Right	0
		0		0		0
		0		0		0
P.M. Peak Hour		0		0		0
		0		0		0
Northbound	Left	97	Approach	105	Left	97
	Through	0	Departure	31	Through	0
	Right	7		0	Right	7
Southbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0		0	Right	0
Eastbound	Left	0	Approach	1,194	Left	0
	Through	907	Departure	707	Through	1,165
	Right	29		0	Right	29
Westbound	Left	2	Approach	612	Left	2
	Through	671	Departure	1,173	Through	609
	Right	0			Right	0
		0				

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume
5 Etiwanda Avenue/Napa Street					
A.M. Peak Hour					
Northbound	Left	0	Approach	822	Left 0
	Through	402	Departure	1,191	Through 638
	Right	81		0	Right 200
Southbound	Left	40	Approach	1,328	Left 173
	Through	694	Departure	690	Through 1,139
	Right	0		0	Right 0
Eastbound	Left	0	Approach	0	Left 0
	Through	0	Departure	0	Through 0
	Right	0		0	Right 0
Westbound	Left	60	Approach	104	Left 52
	Through	0	Departure	373	Through 0
	Right	35		0	Right 52
		0		0	0
		0		0	0
P.M. Peak Hour		0		0	0
		0		0	0
Northbound	Left	1	Approach	1,378	Left 1
	Through	803	Departure	750	Through 1,326
	Right	22		0	Right 87
Southbound	Left	1	Approach	703	Left 8
	Through	487	Departure	1,543	Through 656
	Right	2		0	Right 2
Eastbound	Left	2	Approach	3	Left 3
	Through	0	Departure	3	Through 0
	Right	1		0	Right 1
Westbound	Left	74	Approach	308	Left 94
	Through	0	Departure	95	Through 0
	Right	67			Right 214
		0			

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume
6 Etiwanda Avenue/6th Street					
A.M. Peak Hour					
Northbound	Left	27	Approach	758	Left	84
	Through	467	Departure	1,199	Through	691
	Right	0		0	Right	0
Southbound	Left	0	Approach	1,192	Left	0
	Through	739	Departure	822	Through	1,086
	Right	15		0	Right	87
Eastbound	Left	16	Approach	242	Left	131
	Through	0	Departure	171	Through	0
	Right	24		0	Right	113
Westbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0		0	Right	0
		0		0		0
		0		0		0
P.M. Peak Hour		0		0		0
		0		0		0
Northbound	Left	16	Approach	1,200	Left	35
	Through	811	Departure	858	Through	1,184
	Right	0		0	Right	0
Southbound	Left	0	Approach	751	Left	0
	Through	537	Departure	1,377	Through	643
	Right	26		0	Right	91
Eastbound	Left	14	Approach	410	Left	194
	Through	0	Departure	126	Through	0
	Right	32		0	Right	215
Westbound	Left	0	Approach	0	Left	0
	Through	0	Departure	0	Through	0
	Right	0			Right	0
		0				

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Table B-9 - Calculation of Future Turning Movement Volumes
(Based on NCHRP 255)

Approach Direction		Traffic Counts	Forecast Future Year Link Volume		Forecast TM Volume
7 Etiwanda Avenue/4th St-San Bern. Avenue					
A.M. Peak Hour					
Northbound	Left	229	Approach	795	Left 175
	Through	463	Departure	1,210	Through 592
	Right	30		0	Right 31
Southbound	Left	36	Approach	1,160	Left 74
	Through	545	Departure	894	Through 842
	Right	158		0	Right 242
Eastbound	Left	109	Approach	487	Left 229
	Through	105	Departure	764	Through 177
	Right	64		0	Right 82
Westbound	Left	233	Approach	707	Left 286
	Through	285	Departure	282	Through 347
	Right	36		0	Right 73
		0		0	0
		0		0	0
P.M. Peak Hour		0		0	0
		0		0	0
Northbound	Left	239	Approach	1,244	Left 208
	Through	589	Departure	908	Through 912
	Right	51		0	Right 124
Southbound	Left	59	Approach	1,023	Left 191
	Through	450	Departure	1,213	Through 585
	Right	212		0	Right 247
Eastbound	Left	191	Approach	1,194	Left 204
	Through	488	Departure	679	Through 818
	Right	257		0	Right 173
Westbound	Left	175	Approach	471	Left 151
	Through	290	Departure	1,133	Through 224
	Right	70			Right 96
		0			

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Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
1 . I-15 Southbound Rmp/4th Street						
NBL	64	96	101	167	158	167
NBT	68	71	75	300	308	323
NBR	80	93	98	423	353	423
SBL	175	240	252	83	135	142
SBT	205	220	231	285	309	324
SBR	887	873	887	622	601	622
EBL	384	593	623	927	1,156	1,214
EBT	479	436	479	1,465	1,296	1,465
EBR	67	83	87	123	138	145
WBL	104	119	125	228	230	242
WBT	1,366	1,517	1,593	1,127	1,323	1,389
WBR	150	234	246	297	519	545
North Leg						
Approach	1,267	1,333	1,370	990	1,045	1,088
Departure	602	898	943	1,524	1,983	2,082
Total	1,869	2,231	2,313	2,514	3,028	3,170
South Leg						
Approach	212	260	273	890	819	913
Departure	376	422	443	636	677	711
Total	588	682	716	1,526	1,496	1,624
East Leg						
Approach	1,620	1,870	1,964	1,652	2,072	2,176
Departure	734	769	829	1,971	1,784	2,030
Total	2,354	2,639	2,792	3,623	3,856	4,205
West Leg						
Approach	930	1,112	1,189	2,515	2,590	2,824
Departure	2,317	2,486	2,581	1,916	2,082	2,178
Total	3,247	3,598	3,769	4,431	4,672	5,002
Total Approaches						
Approach	4,029	4,575	4,795	6,047	6,526	7,001
Departure	4,029	4,575	4,795	6,047	6,526	7,001
Total	8,058	9,150	9,591	12,094	13,052	14,002

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Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
2 . I-15 Northbound Rmp/4th Street						
NBL	106	121	127	127	126	127
NBT	16	22	23	60	76	80
NBR	58	67	70	55	59	62
SBL	365	590	620	155	233	245
SBT	49	73	77	63	71	75
SBR	912	1,117	1,173	777	917	963
EBL	189	189	198	923	845	923
EBT	463	502	527	933	831	933
EBR	83	78	83	110	98	110
WBL	45	47	49	59	78	82
WBT	605	635	667	746	1,049	1,101
WBR	61	97	102	124	247	259
North Leg						
Approach	1,326	1,780	1,869	995	1,221	1,282
Departure	266	308	323	1,107	1,168	1,262
Total	1,592	2,088	2,192	2,102	2,389	2,544
South Leg						
Approach	180	210	221	242	261	269
Departure	177	198	209	232	247	266
Total	357	408	430	474	508	535
East Leg						
Approach	711	779	818	929	1,374	1,443
Departure	886	1,159	1,217	1,143	1,123	1,240
Total	1,597	1,938	2,035	2,072	2,497	2,682
West Leg						
Approach	735	769	809	1,966	1,774	1,966
Departure	1,623	1,873	1,967	1,650	2,092	2,191
Total	2,358	2,642	2,775	3,616	3,866	4,157
Total Approaches						
Approach	2,952	3,538	3,716	4,132	4,630	4,960
Departure	2,952	3,538	3,716	4,132	4,630	4,960
Total	5,904	7,076	7,432	8,264	9,260	9,919

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Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
3 . Wineville Avenue/4th Street						
NBL	35	42	44	96	108	113
NBT	9	14	15	17	20	21
NBR	8	8	8	8	7	8
SBL	43	50	53	166	153	166
SBT	8	12	13	12	15	16
SBR	78	93	98	172	192	202
EBL	234	275	289	50	51	54
EBT	531	726	762	1,067	1,026	1,067
EBR	120	142	149	30	31	33
WBL	19	23	24	2	2	2
WBT	597	650	683	659	1,088	1,142
WBR	123	149	156	82	95	100
North Leg						
Approach	129	155	163	350	360	383
Departure	366	438	460	149	166	174
Total	495	593	623	499	526	558
South Leg						
Approach	52	64	67	121	135	142
Departure	147	177	186	44	48	50
Total	199	241	253	165	183	193
East Leg						
Approach	739	822	863	743	1,185	1,244
Departure	582	784	823	1,241	1,186	1,241
Total	1,321	1,606	1,686	1,984	2,371	2,485
West Leg						
Approach	885	1,143	1,200	1,147	1,108	1,153
Departure	710	785	824	927	1,388	1,457
Total	1,595	1,928	2,024	2,074	2,496	2,611
Total Approaches						
Approach	1,805	2,184	2,293	2,361	2,788	2,923
Departure	1,805	2,184	2,293	2,361	2,788	2,923
Total	3,610	4,368	4,586	4,722	5,576	5,846

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Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
4 . Barrington Avenue/4th Street						
NBL	32	41	43	97	107	112
NBT	0	0	0	0	0	0
NBR	8	8	8	7	7	7
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	514	459	514	1,165	1,090	1,165
EBR	120	141	148	29	31	33
WBL	16	23	24	2	2	2
WBT	618	724	760	609	867	910
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	40	49	51	104	114	120
Departure	136	164	172	31	33	35
Total	176	213	224	135	147	154
East Leg						
Approach	634	747	784	611	869	912
Departure	522	467	522	1,172	1,097	1,172
Total	1,156	1,214	1,307	1,783	1,966	2,085
West Leg						
Approach	634	600	662	1,194	1,121	1,198
Departure	650	765	803	706	974	1,023
Total	1,284	1,365	1,465	1,900	2,095	2,220
Total Approaches						
Approach	1,308	1,396	1,498	1,909	2,104	2,230
Departure	1,308	1,396	1,498	1,909	2,104	2,230
Total	2,616	2,792	2,996	3,818	4,208	4,459

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Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
5 . Etiwanda Avenue/Napa Street						
NBL	0	57	60	1	27	28
NBT	638	606	638	1,326	1,003	1,326
NBR	200	162	200	87	50	87
SBL	173	61	173	8	139	146
SBT	1,139	950	1,139	656	741	778
SBR	0	49	51	2	25	26
EBL	0	16	17	3	59	62
EBT	0	0	0	0	0	0
EBR	0	18	19	1	68	71
WBL	52	145	152	94	122	128
WBT	0	0	0	0	0	0
WBR	52	77	81	214	109	214
North Leg						
Approach	1,312	1,060	1,363	666	905	950
Departure	690	699	736	1,543	1,171	1,602
Total	2,002	1,759	2,099	2,209	2,076	2,552
South Leg						
Approach	838	825	898	1,414	1,080	1,441
Departure	1,191	1,113	1,310	751	931	978
Total	2,029	1,938	2,208	2,165	2,011	2,419
East Leg						
Approach	104	222	233	308	231	342
Departure	373	223	373	95	189	233
Total	477	445	606	403	420	575
West Leg						
Approach	0	34	36	4	127	133
Departure	0	106	111	3	52	55
Total	0	140	147	7	179	188
Total Approaches						
Approach	2,254	2,141	2,530	2,392	2,343	2,867

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Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
6 . Etiwanda Avenue/6th Street						
NBL	84	37	84	35	20	35
NBT	691	780	819	1,184	1,093	1,184
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	1,086	1,085	1,086	643	863	906
SBR	87	21	87	91	30	91
EBL	131	23	131	194	21	194
EBT	0	0	0	0	0	0
EBR	113	37	113	215	44	215
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	1,173	1,106	1,173	734	893	997
Departure	822	803	950	1,378	1,114	1,378
Total	1,995	1,909	2,123	2,112	2,007	2,375
South Leg						
Approach	775	817	903	1,219	1,113	1,219
Departure	1,199	1,122	1,199	858	907	1,121
Total	1,974	1,939	2,102	2,077	2,020	2,340
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	244	60	244	409	65	409
Departure	171	58	171	126	50	126
Total	415	118	415	535	115	535
Total Approaches						
Approach	2,192	1,983	2,320	2,362	2,071	2,625

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Table B-10: Year 2040 Peak Hour Volume Comparison

	AM Peak Hour			PM Peak Hour		
	2,040 Background	OY (2022) NP	2,040 NP	2,040 Background	OY (2022) NP	2,040 NP
7 . Etiwanda Avenue/4th St-San Bern. Avenue						
NBL	175	291	306	208	290	305
NBT	592	714	750	912	778	912
NBR	31	48	50	124	72	124
SBL	74	61	74	191	92	191
SBT	842	795	842	585	682	716
SBR	242	241	242	247	325	341
EBL	229	202	229	204	252	265
EBT	177	168	177	818	572	818
EBR	82	105	110	173	352	370
WBL	286	342	359	151	225	236
WBT	347	364	382	224	359	377
WBR	73	58	73	96	77	96
North Leg						
Approach	1,158	1,097	1,158	1,023	1,099	1,248
Departure	894	974	1,052	1,212	1,107	1,273
Total	2,052	2,071	2,210	2,235	2,206	2,521
South Leg						
Approach	798	1,053	1,106	1,244	1,140	1,341
Departure	1,210	1,242	1,311	909	1,259	1,322
Total	2,008	2,295	2,417	2,153	2,399	2,662
East Leg						
Approach	706	764	814	471	661	709
Departure	282	277	301	1,133	736	1,133
Total	988	1,041	1,116	1,604	1,397	1,842
West Leg						
Approach	488	475	516	1,195	1,176	1,452
Departure	764	896	930	679	974	1,023
Total	1,252	1,371	1,446	1,874	2,150	2,475
Total Approaches						
Approach	3,150	3,389	3,594	3,933	4,076	4,750

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Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
1 . I-15 Southbound Rmp/4th Street												
NBL	101	5.0%	96	5	8	104	167	0.8%	166	1	2	168
NBT	75	3.4%	72	3	5	77	323	0.8%	321	2	4	325
NBR	98	6.2%	92	6	12	104	423	0.0%	423	0	0	423
SBL	252	8.9%	229	23	67	296	142	18.5%	116	26	76	192
SBT	231	0.5%	230	1	2	232	324	0.0%	324	0	0	324
SBR	887	1.0%	878	9	24	902	622	1.8%	611	11	31	642
EBL	623	14.2%	534	89	217	751	1,214	1.9%	1,191	23	66	1,257
EBT	479	8.6%	438	41	87	525	1,465	2.9%	1,423	42	96	1,519
EBR	87	4.0%	84	3	5	89	145	0.0%	145	0	0	145
WBL	125	2.2%	122	3	6	128	242	0.0%	242	0	0	242
WBT	1,593	5.6%	1,503	90	217	1,720	1,389	4.2%	1,331	58	131	1,462
WBR	246	23.6%	188	58	143	331	545	2.7%	530	15	36	566
North Leg												
Approach	1,370		1,337	33	93	1,430	1,088		1,051	37	107	1,158
Departure	943		793	150	365	1,159	2,082		2,042	40	106	2,148
Total	2,313		2,130	183	458	2,589	3,170		3,093	77	213	3,306
South Leg												
Approach	273		259	14	25	285	913		910	3	6	916
Departure	443		436	7	13	449	711		711	0	0	711
Total	716		695	21	38	734	1,624		1,621	3	6	1,627
East Leg												
Approach	1,964		1,813	151	366	2,179	2,176		2,103	73	167	2,270
Departure	829		759	70	166	925	2,030		1,962	68	172	2,134
Total	2,792		2,571	221	532	3,104	4,205		4,064	141	339	4,404
West Leg												
Approach	1,189		1,056	133	309	1,365	2,824		2,759	65	162	2,921
Departure	2,581		2,477	104	249	2,726	2,178		2,108	70	164	2,272
Total	3,769		3,532	237	558	4,091	5,002		4,867	135	326	5,193
Total Approaches												
Approach	4,795		4,464	331	793	5,259	7,001		6,823	178	442	7,265
Departure	4,795		4,464	331	793	5,259	7,001		6,823	178	442	7,265
Total	9,591		8,929	662	1586	10,518	14,002		13,646	356	884	14,530

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Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
2 . I-15 Northbound Rmp/4th Street												
NBL	127	5.4%	120	7	18	138	127	5.1%	121	6	13	134
NBT	23	5.6%	22	1	2	24	80	0.0%	80	0	0	80
NBR	70	8.3%	64	6	17	81	62	2.0%	61	1	2	63
SBL	620	11.6%	548	72	192	740	245	8.3%	225	20	52	277
SBT	77	7.3%	71	6	15	86	75	5.3%	71	4	8	79
SBR	1,173	4.6%	1,119	54	139	1,258	963	3.1%	934	29	80	1,014
EBL	198	3.3%	191	7	13	204	923	0.9%	915	8	21	936
EBT	527	12.8%	459	68	165	624	933	5.1%	886	47	111	997
EBR	83	1.6%	82	1	2	84	110	3.7%	106	4	7	113
WBL	49	5.4%	46	3	8	54	82	0.0%	82	0	0	82
WBT	667	11.5%	590	77	178	768	1,101	4.8%	1,048	53	111	1,159
WBR	102	21.2%	80	22	54	134	259	2.8%	252	7	18	270
North Leg												
Approach	1,869		1,737	132	346	2,084	1,282		1,229	53	140	1,370
Departure	323		293	30	69	362	1,262		1,247	15	39	1,286
Total	2,192		2,030	162	415	2,446	2,544		2,476	68	179	2,656
South Leg												
Approach	221		207	14	37	243	269		262	7	15	277
Departure	209		199	10	25	224	266		258	8	15	274
Total	430		406	24	62	467	535		520	15	30	551
East Leg												
Approach	818		716	102	240	956	1,443		1,383	60	129	1,511
Departure	1,217		1,071	146	374	1,445	1,240		1,172	68	165	1,337
Total	2,035		1,787	248	614	2,401	2,682		2,554	128	294	2,848
West Leg												
Approach	809		733	76	180	912	1,966		1,907	59	139	2,046
Departure	1,967		1,829	138	335	2,164	2,191		2,103	88	204	2,307
Total	2,775		2,561	214	515	3,076	4,157		4,010	147	343	4,353
Total Approaches												
Approach	3,716		3,392	324	803	4,195	4,960		4,781	179	423	5,204
Departure	3,716		3,392	324	803	4,195	4,960		4,781	179	423	5,204
Total	7,432		6,784	648	1606	8,390	9,919		9,561	358	846	10,408

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Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
3 . Wineville Avenue/4th Street												
NBL	44	12.0%	39	5	12	51	113	4.7%	108	5	11	119
NBT	15	12.0%	13	2	5	18	21	4.7%	20	1	2	22
NBR	8	12.0%	7	1	2	9	8	4.7%	8	0	0	8
SBL	53	12.0%	47	6	14	61	166	4.7%	158	8	18	176
SBT	13	12.0%	11	2	5	16	16	4.7%	15	1	2	17
SBR	98	12.0%	86	12	29	115	202	4.7%	193	9	21	214
EBL	289	12.0%	254	35	83	337	54	4.7%	51	3	7	58
EBT	762	12.0%	671	91	217	888	1,067	4.7%	1,017	50	114	1,131
EBR	149	12.0%	131	18	43	174	33	4.7%	31	2	5	36
WBL	24	12.0%	21	3	7	28	2	4.7%	2	0	0	2
WBT	683	12.0%	601	82	195	796	1,142	4.7%	1,088	54	123	1,211
WBR	156	12.0%	137	19	45	182	100	4.7%	95	5	11	106
North Leg												
Approach	163		143	20	48	192	383		365	18	41	407
Departure	460		404	56	133	537	174		165	9	20	186
Total	623		547	76	181	729	558		531	27	61	593
South Leg												
Approach	67		59	8	19	78	142		136	6	13	149
Departure	186		163	23	55	218	50		47	3	7	55
Total	253		222	31	74	296	193		184	9	20	204
East Leg												
Approach	863		759	104	247	1,006	1,244		1,185	59	134	1,319
Departure	823		725	98	233	958	1,241		1,183	58	132	1,315
Total	1,686		1,484	202	480	1,964	2,485		2,368	117	266	2,634
West Leg												
Approach	1,200		1,056	144	343	1,399	1,153		1,098	55	126	1,225
Departure	824		725	99	236	962	1,457		1,389	68	155	1,544
Total	2,024		1,781	243	579	2,361	2,611		2,488	123	281	2,769
Total Approaches												
Approach	2,293		2,017	276	657	2,675	2,923		2,785	138	314	3,100
Departure	2,293		2,017	276	657	2,675	2,923		2,785	138	314	3,100
Total	4,586		4,034	552	1314	5,350	5,846		5,570	276	628	6,200

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Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
4 . Barrington Avenue/4th Street												
NBL	43	12.0%	38	5	12	50	112	4.7%	107	5	11	118
NBT	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
NBR	8	12.0%	7	1	2	9	7	4.7%	7	0	0	7
SBL	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
SBT	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
SBR	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
EBL	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
EBT	514	12.0%	453	61	145	598	1,165	4.7%	1,110	55	126	1,236
EBR	148	12.0%	130	18	43	173	33	4.7%	31	2	5	36
WBL	24	12.0%	21	3	7	28	2	4.7%	2	0	0	2
WBT	760	12.0%	669	91	217	886	910	4.7%	867	43	98	965
WBR	0	12.0%	0	0	0	0	0	4.7%	0	0	0	0
North Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
South Leg												
Approach	51		45	6	14	59	120		115	5	11	125
Departure	172		151	21	50	201	35		33	2	5	38
Total	224		197	27	64	260	154		147	7	16	163
East Leg												
Approach	784		690	94	224	914	912		869	43	98	967
Departure	522		460	62	147	607	1,172		1,117	55	126	1,243
Total	1,307		1,151	156	371	1,521	2,085		1,987	98	224	2,210
West Leg												
Approach	662		583	79	188	771	1,198		1,141	57	131	1,272
Departure	803		707	96	229	936	1,023		975	48	109	1,083
Total	1,465		1,290	175	417	1,707	2,220		2,115	105	240	2,355
Total Approaches												
Approach	1,498		1,319	179	426	1,744	2,230		2,125	105	240	2,364
Departure	1,498		1,319	179	426	1,744	2,230		2,125	105	240	2,364
Total	2,996		2,638	358	852	3,488	4,459		4,249	210	480	4,728

Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
5 . Etiwanda Avenue/Napa Street												
NBL	60	0.0%	60	0	0	60	28	0.0%	28	0	0	28
NBT	638	13.2%	554	84	211	765	1,326	7.8%	1,222	104	225	1,447
NBR	200	66.7%	67	133	318	385	87	81.8%	16	71	174	190
SBL	173	50.0%	86	87	170	256	146	92.3%	11	135	290	301
SBT	1,139	13.8%	981	158	382	1,363	778	12.1%	684	94	226	910
SBR	51	0.0%	51	0	0	51	26	0.0%	26	0	0	26
EBL	17	0.0%	17	0	0	17	62	0.0%	62	0	0	62
EBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
EBR	19	0.0%	19	0	0	19	71	0.0%	71	0	0	71
WBL	152	93.3%	10	142	342	352	128	54.1%	59	69	143	202
WBT	0	0.0%	0	0	0	0	0	0.0%	0	0	0	0
WBR	81	91.4%	7	74	164	171	214	50.7%	105	109	231	336
North Leg												
Approach	1,363		1,118	245	552	1,670	950		721	229	516	1,237
Departure	736		578	158	375	953	1,602		1,389	213	456	1,845
Total	2,099		1,696	403	927	2,623	2,552		2,110	442	972	3,082
South Leg												
Approach	898		681	217	529	1,210	1,441		1,266	175	399	1,665
Departure	1,310		1,010	300	724	1,734	978		815	163	369	1,183
Total	2,208		1,691	517	1253	2,944	2,419		2,081	338	768	2,848
East Leg												
Approach	233		17	216	506	523	342		164	178	374	538
Departure	373		153	220	488	641	233		27	206	464	491
Total	606		170	436	994	1,164	575		191	384	838	1,029
West Leg												
Approach	36		36	0	0	36	133		133	0	0	133
Departure	111		111	0	0	111	55		55	0	0	54
Total	147		147	0	0	147	188		188	0	0	187
Total Approaches												
Approach	2,530		1,852	678	1587	3,439	2,867		2,285	582	1289	3,573
Departure	2,530		1,852	678	1587	3,439	2,867		2,285	582	1289	3,573
Total	5,060		3,704	1,356	3174	6,878	5,734		4,570	1,164	2578	7,146

Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
6 . Etiwanda Avenue/6th Street												
NBL	84	20.9%	66	18	42	108	35	13.0%	30	5	11	41
NBT	819	20.9%	648	171	396	1,044	1,184	13.0%	1,030	154	343	1,373
NBR	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
SBL	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
SBT	1,086	20.9%	859	227	526	1,385	906	13.0%	788	118	263	1,051
SBR	87	20.9%	69	18	42	111	91	13.0%	79	12	27	106
EBL	131	20.9%	104	27	63	167	194	13.0%	169	25	56	225
EBT	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
EBR	113	20.9%	89	24	56	145	215	13.0%	187	28	62	249
WBL	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
WBT	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
WBR	0	20.9%	0	0	0	0	0	13.0%	0	0	0	0
North Leg												
Approach	1,173		928	245	567	1,496	997		867	130	289	1,157
Departure	950		752	198	459	1,211	1,378		1,199	179	398	1,598
Total	2,123		1,680	443	1026	2,707	2,375		2,066	309	688	2,755
South Leg												
Approach	903		714	189	438	1,152	1,219		1,060	159	354	1,414
Departure	1,199		948	251	581	1,530	1,121		975	146	325	1,300
Total	2,102		1,662	440	1019	2,682	2,340		2,035	305	679	2,714
East Leg												
Approach	0		0	0	0	0	0		0	0	0	0
Departure	0		0	0	0	0	0		0	0	0	0
Total	0		0	0	0	0	0		0	0	0	0
West Leg												
Approach	244		193	51	118	312	409		356	53	118	474
Departure	171		135	36	83	219	126		109	17	38	147
Total	415		328	87	201	531	535		465	70	156	621
Total Approaches												
Approach	2,320		1,835	485	1123	2,960	2,625		2,283	342	761	3,045
Departure	2,320		1,835	485	1123	2,960	2,625		2,283	342	761	3,045
Total	4,640		3,670	970	2246	5,920	5,250		4,566	684	1522	6,090

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Table B-11: Year 2040 PCE Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol	Total Veh.	Truck %	Pass. Veh.	Truck	Truck PCE	Total PCE Vol
7 . Etiwanda Avenue/4th St-San Bern. Avenue												
NBL	306	10.0%	275	31	80	355	305	8.8%	278	27	63	341
NBT	750	17.5%	619	131	346	965	912	11.4%	808	104	253	1,061
NBR	50	26.7%	37	13	39	76	124	21.6%	97	27	71	168
SBL	74	33.3%	49	25	69	118	191	39.0%	117	74	148	265
SBT	842	20.0%	674	168	424	1,098	716	14.0%	616	100	249	865
SBR	242	11.4%	214	28	70	284	341	4.7%	325	16	32	357
EBL	229	17.4%	189	40	97	286	265	3.7%	255	10	20	275
EBT	177	18.1%	145	32	86	231	818	4.9%	778	40	92	870
EBR	110	25.0%	82	28	74	156	370	16.3%	310	60	153	463
WBL	359	22.7%	277	82	231	508	236	14.9%	201	35	90	291
WBT	382	9.5%	346	36	91	437	377	7.2%	350	27	62	412
WBR	73	27.8%	53	20	46	99	96	1.4%	95	1	2	97
North Leg												
Approach	1,158		937	221	563	1,500	1,248		1,058	190	429	1,487
Departure	1,052		861	191	489	1,350	1,273		1,158	115	275	1,433
Total	2,210		1,798	412	1052	2,850	2,521		2,216	305	704	2,920
South Leg												
Approach	1,106		931	175	465	1,396	1,341		1,183	158	387	1,570
Departure	1,311		1,033	278	729	1,762	1,322		1,127	195	492	1,619
Total	2,417		1,964	453	1194	3,158	2,662		2,309	353	879	3,189
East Leg												
Approach	814		676	138	368	1,044	709		646	63	154	800
Departure	301		231	70	194	425	1,133		992	141	311	1,303
Total	1,116		908	208	562	1,469	1,842		1,638	204	465	2,103
West Leg												
Approach	516		416	100	257	673	1,452		1,342	110	265	1,608
Departure	930		835	95	241	1,076	1,023		953	70	157	1,110
Total	1,446		1,251	195	498	1,749	2,475		2,295	180	422	2,718
Total Approaches												
Approach	3,594		2,960	634	1653	4,613	4,750		4,229	521	1235	5,465
Departure	3,594		2,960	634	1653	4,613	4,750		4,229	521	1235	5,465
Total	7,188		5,920	1,268	3306	9,226	9,501		8,459	1,042	2470	10,930

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Table B-12
Balance of Year 2040 Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
2 I-15 Northbound Rmp/4th Street						
NBL	138	1	139	134	-2	132
NBT	24	0	24	80	0	80
NBR	81	0	81	63	0	63
SBL	740	0	740	277	0	277
SBT	86	0	86	79	0	79
SBR	1,258	9	1,267	1,014	-16	998
EBL	204	3	207	936	40	976
EBT	624	9	633	997	43	1,040
EBR	84	1	85	113	5	118
WBL	54	0	54	82	0	82
WBT	768	5	773	1,159	-19	1,140
WBR	134	0	134	270	0	270
North Leg						
Approach	2,084	9	2,093	1,370	-16	1,354
Departure	362	3	365	1,286	40	1,326
Total	2,446	12	2,458	2,656	24	2,680
South Leg						
Approach	243	1	244	277	-2	275
Departure	224	1	225	274	5	279
Total	467	2	469	551	3	554
East Leg						
Approach	956	5	961	1,511	-19	1,492
Departure	1,445	9	1,454	1,337	43	1,380
Total	2,401	14	2,415	2,848	24	2,872
West Leg						
Approach	912	13	925	2,046	88	2,134
Departure	2,164	15	2,179	2,307	-37	2,270
Total	3,076	28	3,104	4,353	51	4,404
Total Approaches						
Approach	4,195	28	4,223	5,204	51	5,255
Departure	4,195	28	4,223	5,204	51	5,255
Total	8,390	56	8,446	10,408	102	10,510

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Table B-12
Balance of Year 2040 Peak Hour Volumes
To Maintain Consistent Flow of Vehicles

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	PCE Volume	Adjust.	Balanced Volume	PCE Volume	Adjust.	Balanced Volume
3 Wineville Avenue/4th Street						
NBL	51	0	51	119	-4	115
NBT	18	0	18	22	0	22
NBR	9	0	9	8	0	8
SBL	61	0	61	176	0	176
SBT	16	0	16	17	0	17
SBR	115	0	115	214	-7	207
EBL	337	13	350	58	7	65
EBT	888	35	923	1,131	143	1,274
EBR	174	7	181	36	5	41
WBL	28	0	28	2	0	2
WBT	796	-1	795	1,211	-41	1,170
WBR	182	0	182	106	0	106
North Leg						
Approach	192	0	192	407	-7	400
Departure	537	13	550	186	7	193
Total	729	13	742	593	0	593
South Leg						
Approach	78	0	78	149	-4	145
Departure	218	7	225	55	5	60
Total	296	7	303	204	1	205
East Leg						
Approach	1,006	-1	1,005	1,319	-41	1,278
Departure	958	35	993	1,315	143	1,458
Total	1,964	34	1,998	2,634	102	2,736
West Leg						
Approach	1,399	55	1,454	1,225	155	1,380
Departure	962	-1	961	1,544	-52	1,492
Total	2,361	54	2,415	2,769	103	2,872
Total Approaches						
Approach	2,675	54	2,729	3,100	103	3,203
Departure	2,675	54	2,729	3,100	103	3,203
Total	5,350	108	5,458	6,200	206	6,406

Table B-12
Balance of Year 2040 Peak Hour Volumes

	A.M. Peak Hour Volumes			P.M. Peak Hour Volumes		
	Model Volume	Adjust.	Balanced Volume	Model Volume	Adjust.	Balanced Volume
6 Etiwanda Avenue/6th Street						
NBL	108	0	108	41	0	41
NBT	1,044	-1	1,043	1,373	58	1,431
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	1,385	220	1,605	1,051	24	1,075
SBR	111	18	129	106	2	108
EBL	167	0	167	225	9	234
EBT	0	0	0	0	0	0
EBR	145	0	145	249	0	249
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	1,496	238	1,734	1,157	26	1,183
Departure	1,211	-1	1,210	1,598	67	1,665
Total	2,707	237	2,944	2,755	93	2,848
South Leg						
Approach	1,152	-1	1,151	1,414	58	1,472
Departure	1,530	220	1,750	1,300	24	1,324
Total	2,682	219	2,901	2,714	82	2,796
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	312	0	312	474	9	483
Departure	219	18	237	147	2	149
Total	531	18	549	621	11	632
Total Approaches						
Approach	2,960	237	3,197	3,045	93	3,138
Departure	2,960	237	3,197	3,045	93	3,138
Total	5,920	474	6,394	6,090	186	6,276

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
1. I-15 Southbound Rmp/4th Street						
NBL	101	0	101	167	0	167
NBT	75	0	75	323	0	323
NBR	98	0	98	423	0	423
SBL	252	0	252	142	0	142
SBT	231	0	231	324	0	324
SBR	887	0	887	622	0	622
EBL	623	0	623	1,214	0	1,214
EBT	479	3	482	1,465	2	1,467
EBR	87	0	87	145	0	145
WBL	125	0	125	242	0	242
WBT	1,593	1	1,594	1,389	3	1,392
WBR	246	8	254	545	30	575
North Leg						
Approach	1,370	0	1,370	1,088	0	1,088
Departure	943	8	951	2,082	30	2,112
Total	2,313	8	2,321	3,170	30	3,200
South Leg						
Approach	273	0	273	913	0	913
Departure	443	0	443	711	0	711
Total	716	0	716	1,624	0	1,624
East Leg						
Approach	1,964	9	1,973	2,176	33	2,209
Departure	829	3	832	2,030	2	2,032
Total	2,792	12	2,804	4,205	35	4,240
West Leg						
Approach	1,189	3	1,192	2,824	2	2,826
Departure	2,581	1	2,582	2,178	3	2,181
Total	3,769	4	3,773	5,002	5	5,007
Total Approaches						
Approach	4,795	12	4,807	7,001	35	7,036
Departure	4,795	12	4,807	7,001	35	7,036
Total	9,591	24	9,615	14,002	70	14,072

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
2. I-15 Northbound Rmp/4th Street						
NBL	139	0	139	132	0	132
NBT	24	0	24	80	0	80
NBR	81	0	81	63	0	63
SBL	740	32	772	277	15	292
SBT	86	0	86	79	0	79
SBR	1,267	0	1,267	998	0	998
EBL	207	0	207	976	0	976
EBT	633	3	636	1,040	2	1,042
EBR	85	0	85	118	0	118
WBL	54	0	54	82	0	82
WBT	773	10	783	1,140	34	1,174
WBR	134	0	134	270	0	270
North Leg						
Approach	2,093	32	2,125	1,354	15	1,369
Departure	365	0	365	1,326	0	1,326
Total	2,458	32	2,490	2,680	15	2,695
South Leg						
Approach	244	0	244	275	0	275
Departure	225	0	225	279	0	279
Total	469	0	469	554	0	554
East Leg						
Approach	961	10	971	1,492	34	1,526
Departure	1,454	35	1,489	1,380	17	1,397
Total	2,415	45	2,460	2,872	51	2,923
West Leg						
Approach	925	3	928	2,134	2	2,136
Departure	2,179	10	2,189	2,270	34	2,304
Total	3,104	13	3,117	4,404	36	4,440
Total Approaches						
Approach	4,223	45	4,268	5,255	51	5,306
Departure	4,223	45	4,268	5,255	51	5,306
Total	8,446	90	8,536	10,510	102	10,612

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
3 . Wineville Avenue/4th Street						
NBL	51	0	51	115	0	115
NBT	18	0	18	22	0	22
NBR	9	0	9	8	0	8
SBL	61	0	61	176	0	176
SBT	16	0	16	17	0	17
SBR	115	0	115	207	0	207
EBL	350	0	350	65	0	65
EBT	923	35	958	1,274	17	1,291
EBR	181	0	181	41	0	41
WBL	28	0	28	2	0	2
WBT	795	10	805	1,170	34	1,204
WBR	182	0	182	106	0	106
North Leg						
Approach	192	0	192	400	0	400
Departure	550	0	550	193	0	193
Total	742	0	742	593	0	593
South Leg						
Approach	78	0	78	145	0	145
Departure	225	0	225	60	0	60
Total	303	0	303	205	0	205
East Leg						
Approach	1,005	10	1,015	1,278	34	1,312
Departure	993	35	1,028	1,458	17	1,475
Total	1,998	45	2,043	2,736	51	2,787
West Leg						
Approach	1,454	35	1,489	1,380	17	1,397
Departure	961	10	971	1,492	34	1,526
Total	2,415	45	2,460	2,872	51	2,923
Total Approaches						
Approach	2,729	45	2,774	3,203	51	3,254
Departure	2,729	45	2,774	3,203	51	3,254
Total	5,458	90	5,548	6,406	102	6,508

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Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
4 . Barrington Avenue/4th Street						
NBL	43	0	43	112	0	112
NBT	0	0	0	0	0	0
NBR	8	0	8	7	0	7
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	514	35	549	1,165	17	1,182
EBR	148	0	148	33	0	33
WBL	24	0	24	2	0	2
WBT	760	10	770	910	34	944
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	51	0	51	120	0	120
Departure	172	0	172	35	0	35
Total	224	0	224	154	0	154
East Leg						
Approach	784	10	794	912	34	946
Departure	522	35	557	1,172	17	1,189
Total	1,307	45	1,352	2,085	51	2,136
West Leg						
Approach	662	35	697	1,198	17	1,215
Departure	803	10	813	1,023	34	1,057
Total	1,465	45	1,510	2,220	51	2,271
Total Approaches						
Approach	1,498	45	1,543	2,230	51	2,281
Departure	1,498	45	1,543	2,230	51	2,281
Total	2,996	90	3,086	4,459	102	4,561

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
5 . Etiwanda Avenue/Napa Street						
NBL	60	0	60	28	0	28
NBT	638	0	638	1,326	0	1,326
NBR	200	63	263	87	29	116
SBL	173	27	200	146	14	160
SBT	1,139	0	1,139	778	0	778
SBR	51	0	51	26	0	26
EBL	17	0	17	62	0	62
EBT	0	0	0	0	0	0
EBR	19	0	19	71	0	71
WBL	152	17	169	128	62	190
WBT	0	0	0	0	0	0
WBR	81	9	90	214	27	241
North Leg						
Approach	1,363	27	1,390	950	14	964
Departure	736	9	745	1,602	27	1,629
Total	2,099	36	2,135	2,552	41	2,593
South Leg						
Approach	898	63	961	1,441	29	1,470
Departure	1,310	17	1,327	978	62	1,040
Total	2,208	80	2,288	2,419	91	2,510
East Leg						
Approach	233	26	259	342	89	431
Departure	373	90	463	233	43	276
Total	606	116	722	575	132	707
West Leg						
Approach	36	0	36	133	0	133
Departure	111	0	111	55	0	55
Total	147	0	147	188	0	188
Total Approaches						
Approach	2,530	116	2,646	2,867	132	2,999
Departure	2,530	116	2,646	2,867	132	2,999
Total	5,060	232	5,292	5,734	264	5,998

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
6 . Etiwanda Avenue/6th Street						
NBL	108	0	108	41	0	41
NBT	1,043	61	1,104	1,431	29	1,460
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	1,605	17	1,622	1,075	60	1,135
SBR	129	0	129	108	1	109
EBL	167	1	168	234	0	234
EBT	0	0	0	0	0	0
EBR	145	0	145	249	0	249
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	1,734	17	1,751	1,183	61	1,244
Departure	1,210	62	1,272	1,665	29	1,694
Total	2,944	79	3,023	2,848	90	2,938
South Leg						
Approach	1,151	61	1,212	1,472	29	1,501
Departure	1,750	17	1,767	1,324	60	1,384
Total	2,901	78	2,979	2,796	89	2,885
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	312	1	313	483	0	483
Departure	237	0	237	149	1	150
Total	549	1	550	632	1	633
Total Approaches						
Approach	3,197	79	3,276	3,138	90	3,228
Departure	3,197	79	3,276	3,138	90	3,228
Total	6,394	158	6,552	6,276	180	6,456

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
7 . Etiwanda Avenue/4th St-San Bern. Avenue						
NBL	306	0	306	305	0	305
NBT	750	24	774	912	12	924
NBR	50	0	50	124	0	124
SBL	74	0	74	191	2	193
SBT	842	7	849	716	24	740
SBR	242	10	252	341	34	375
EBL	229	35	264	265	17	282
EBT	177	0	177	818	0	818
EBR	110	0	110	370	0	370
WBL	359	0	359	236	0	236
WBT	382	0	382	377	0	377
WBR	73	2	75	96	1	97
North Leg						
Approach	1,158	17	1,175	1,248	60	1,308
Departure	1,052	61	1,113	1,273	30	1,303
Total	2,210	78	2,288	2,521	90	2,611
South Leg						
Approach	1,106	24	1,130	1,341	12	1,353
Departure	1,311	7	1,318	1,322	24	1,346
Total	2,417	31	2,448	2,662	36	2,698
East Leg						
Approach	814	2	816	709	1	710
Departure	301	0	301	1,133	2	1,135
Total	1,116	2	1,118	1,842	3	1,845
West Leg						
Approach	516	35	551	1,452	17	1,469
Departure	930	10	940	1,023	34	1,057
Total	1,446	45	1,491	2,475	51	2,526
Total Approaches						
Approach	3,594	78	3,672	4,750	90	4,840
Departure	3,594	78	3,672	4,750	90	4,840
Total	7,188	156	7,344	9,501	180	9,681

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
8 . Driveway 1/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	5	5	0	18	18
EBL	0	20	20	0	8	8
EBT	373	72	445	233	36	269
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	233	21	254	342	73	415
WBR	0	0	0	0	0	0
North Leg						
Approach	0	5	5	0	18	18
Departure	0	20	20	0	8	8
Total	0	25	25	0	26	26
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	233	21	254	342	73	415
Departure	373	72	445	233	36	269
Total	606	93	699	575	109	684
West Leg						
Approach	373	92	465	233	44	277
Departure	233	26	259	342	91	433
Total	606	118	724	575	135	710
Total Approaches						
Approach	606	118	724	575	135	710
Departure	606	118	724	575	135	710
Total	1,212	236	1,448	1,150	270	1,420

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
9 . Driveway 2/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	5	5	0	18	18
EBL	0	20	20	0	8	8
EBT	373	52	425	233	28	261
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	233	16	249	342	55	397
WBR	0	0	0	0	0	0
North Leg						
Approach	0	5	5	0	18	18
Departure	0	20	20	0	8	8
Total	0	25	25	0	26	26
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	233	16	249	342	55	397
Departure	373	52	425	233	28	261
Total	606	68	674	575	83	658
West Leg						
Approach	373	72	445	233	36	269
Departure	233	21	254	342	73	415
Total	606	93	699	575	109	684
Total Approaches						
Approach	606	93	699	575	109	684
Departure	606	93	699	575	109	684
Total	1,212	186	1,398	1,150	218	1,368

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
10 . Driveway 3/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	6	6	0	21	21
EBL	0	21	21	0	12	12
EBT	373	32	405	233	17	250
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	233	10	243	342	35	377
WBR	0	0	0	0	0	0
North Leg						
Approach	0	6	6	0	21	21
Departure	0	21	21	0	12	12
Total	0	27	27	0	33	33
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	233	10	243	342	35	377
Departure	373	32	405	233	17	250
Total	606	42	648	575	52	627
West Leg						
Approach	373	53	426	233	29	262
Departure	233	16	249	342	56	398
Total	606	69	675	575	85	660
Total Approaches						
Approach	606	69	675	575	85	660
Departure	606	69	675	575	85	660
Total	1,212	138	1,350	1,150	170	1,320

Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
11 . Driveway 4/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	2	2	0	9	9
EBL	0	8	8	0	4	4
EBT	373	25	398	233	14	247
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	233	7	240	342	26	368
WBR	0	0	0	0	0	0
North Leg						
Approach	0	2	2	0	9	9
Departure	0	8	8	0	4	4
Total	0	10	10	0	13	13
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	233	7	240	342	26	368
Departure	373	25	398	233	14	247
Total	606	32	638	575	40	615
West Leg						
Approach	373	33	406	233	18	251
Departure	233	9	242	342	35	377
Total	606	42	648	575	53	628
Total Approaches						
Approach	606	42	648	575	53	628
Departure	606	42	648	575	53	628
Total	1,212	84	1,296	1,150	106	1,256

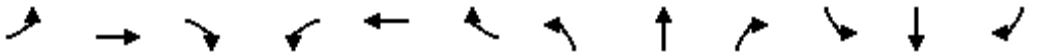
Table B-13: General Plan Build-Out (2040) With Project Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	2,040 PCE Volume	Project Trips	2,040 With Project	2,040 PCE Volume	Project Trips	2,040 With Project
12 . Driveway 5/Napa Street						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	7	7	0	26	26
EBL	0	25	25	0	14	14
EBT	373	0	373	233	0	233
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	233	0	233	342	0	342
WBR	0	0	0	0	0	0
North Leg						
Approach	0	7	7	0	26	26
Departure	0	25	25	0	14	14
Total	0	32	32	0	40	40
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	233	0	233	342	0	342
Departure	373	0	373	233	0	233
Total	606	0	606	575	0	575
West Leg						
Approach	373	25	398	233	14	247
Departure	233	7	240	342	26	368
Total	606	32	638	575	40	615
Total Approaches						
Approach	606	32	638	575	40	615
Departure	606	32	638	575	40	615
Total	1,212	64	1,276	1,150	80	1,230

APPENDIX C:
LEVEL OF SERVICE WORKSHEETS
ALTERNATIVE 1: E-COMMERCE WAREHOUSE

HCM 6th Signalized Intersection Summary
Int.1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	328	365	58	107	1332	169	70	68	82	172	212	837
Future Volume (veh/h)	328	365	58	107	1332	169	70	68	82	172	212	837
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	377	420	67	123	1531	194	80	78	94	198	244	962
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	393	2306	716	178	1988	617	101	678	303	229	491	832
Arrive On Green	0.12	0.47	0.47	0.11	0.81	0.81	0.06	0.20	0.20	0.13	0.27	0.27
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	1714	3420	1525	1714	1800	3051
Grp Volume(v), veh/h	377	420	67	123	1531	194	80	78	94	198	244	962
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1714	1710	1525	1714	1800	1525
Q Serve(g_s), s	12.4	5.5	2.7	3.9	17.3	3.6	5.1	2.1	5.8	12.4	12.5	30.0
Cycle Q Clear(g_c), s	12.4	5.5	2.7	3.9	17.3	3.6	5.1	2.1	5.8	12.4	12.5	30.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	393	2306	716	178	1988	617	101	678	303	229	491	832
V/C Ratio(X)	0.96	0.18	0.09	0.69	0.77	0.31	0.79	0.11	0.31	0.87	0.50	1.16
Avail Cap(c_a), veh/h	393	2306	716	302	1988	617	156	678	303	312	491	832
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	16.9	16.2	48.2	7.9	6.6	51.1	36.2	37.7	46.7	33.7	40.0
Incr Delay (d2), s/veh	33.5	0.2	0.2	3.5	2.2	1.0	13.9	0.3	2.7	17.0	3.6	83.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	1.9	1.0	1.6	3.0	1.2	2.6	0.9	2.4	6.4	5.9	20.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.8	17.1	16.4	51.8	10.1	7.6	65.0	36.5	40.3	63.7	37.2	123.7
LnGrp LOS	F	B	B	D	B	A	E	D	D	E	D	F
Approach Vol, veh/h		864			1848			252			1404	
Approach Delay, s/veh		45.3			12.6			47.0			100.2	
Approach LOS		D			B			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	55.6	10.5	34.0	17.0	48.5	18.7	25.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	44.0	10.0	30.0	13.0	41.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	5.9	7.5	7.1	32.0	14.4	19.3	14.4	7.8
Green Ext Time (p_c), s	0.1	2.8	0.0	0.0	0.0	11.1	0.3	0.5

Intersection Summary	
HCM 6th Ctrl Delay	49.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	367	74	45	512	76	115	21	64	420	70	980
Future Volume (veh/h)	178	367	74	45	512	76	115	21	64	420	70	980
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	187	386	78	47	539	80	121	22	67	495	0	1032
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	786	1951	606	60	846	124	288	288	257	873	0	1498
Arrive On Green	0.47	0.79	0.79	0.03	0.20	0.20	0.17	0.17	0.17	0.25	0.00	0.25
Sat Flow, veh/h	3326	4914	1525	1714	4330	632	1714	1710	1525	3429	0	3051
Grp Volume(v), veh/h	187	386	78	47	406	213	121	22	67	495	0	1032
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1714	1638	1686	1714	1710	1525	1714	0	1525
Q Serve(g_s), s	3.7	2.1	1.3	3.0	12.5	12.8	6.9	1.2	4.2	13.8	0.0	2.6
Cycle Q Clear(g_c), s	3.7	2.1	1.3	3.0	12.5	12.8	6.9	1.2	4.2	13.8	0.0	2.6
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	786	1951	606	60	640	330	288	288	257	873	0	1498
V/C Ratio(X)	0.24	0.20	0.13	0.79	0.63	0.65	0.42	0.08	0.26	0.57	0.00	0.69
Avail Cap(c_a), veh/h	786	1951	606	156	640	330	288	288	257	873	0	1498
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	7.0	7.0	52.7	40.6	40.8	40.9	38.6	39.8	35.7	0.0	21.5
Incr Delay (d2), s/veh	0.1	0.2	0.4	20.1	4.7	9.5	4.4	0.5	2.5	2.7	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.7	0.5	1.6	5.2	5.9	3.3	0.5	1.8	6.1	0.0	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	7.3	7.4	72.8	45.4	50.2	45.4	39.1	42.3	38.4	0.0	24.2
LnGrp LOS	C	A	A	E	D	D	D	D	D	D	A	C
Approach Vol, veh/h		651			666			210			1527	
Approach Delay, s/veh		11.9			48.9			43.7			28.8	
Approach LOS		B			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	47.7		32.0	30.0	25.5		22.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.0	37.5		28.0	26.0	21.5		18.5				
Max Q Clear Time (g_c+I1), s	5.0	4.1		15.8	5.7	14.8		8.9				
Green Ext Time (p_c), s	0.0	2.5		5.5	0.5	1.9		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	437	136	22	509	143	39	13	8	48	12	88
Future Volume (veh/h)	263	437	136	22	509	143	39	13	8	48	12	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	286	475	148	24	553	155	42	14	9	52	13	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	321	2189	976	40	1827	500	325	233	150	135	48	207
Arrive On Green	0.19	0.64	0.64	0.02	0.48	0.48	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1714	3420	1525	1714	3837	1050	1305	1024	658	405	210	909
Grp Volume(v), veh/h	286	475	148	24	470	238	42	0	23	161	0	0
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1714	1638	1611	1305	0	1682	1524	0	0
Q Serve(g_s), s	17.9	6.4	4.3	1.5	9.7	10.0	0.0	0.0	1.2	5.7	0.0	0.0
Cycle Q Clear(g_c), s	17.9	6.4	4.3	1.5	9.7	10.0	4.2	0.0	1.2	9.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.39	0.32		0.60
Lane Grp Cap(c), veh/h	321	2189	976	40	1560	767	325	0	382	390	0	0
V/C Ratio(X)	0.89	0.22	0.15	0.59	0.30	0.31	0.13	0.00	0.06	0.41	0.00	0.00
Avail Cap(c_a), veh/h	608	2189	976	187	1560	767	325	0	382	390	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.6	8.3	7.9	53.2	17.6	17.7	34.5	0.0	33.3	36.6	0.0	0.0
Incr Delay (d2), s/veh	8.4	0.2	0.3	13.0	0.5	1.1	0.8	0.0	0.3	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	2.0	1.2	0.8	3.4	3.6	1.0	0.0	0.5	4.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	8.5	8.2	66.2	18.1	18.8	35.3	0.0	33.6	39.8	0.0	0.0
LnGrp LOS	D	A	A	E	B	B	D	A	C	D	A	A
Approach Vol, veh/h		909			732			65			161	
Approach Delay, s/veh		22.1			19.9			34.7			39.8	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	74.4		29.0	24.6	56.4		29.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	12.6	61.0		25.0	39.0	34.0		25.0
Max Q Clear Time (g_c+I1), s	3.5	8.4		11.8	19.9	12.0		6.2
Green Ext Time (p_c), s	0.0	3.4		0.7	0.7	4.0		0.2

Intersection Summary		
HCM 6th Ctrl Delay	23.2	
HCM 6th LOS	C	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	357	136	22	612	39	8
Future Volume (veh/h)	357	136	22	612	39	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	388	148	24	665	42	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1966	877	43	2204	457	407
Arrive On Green	0.57	0.57	0.03	0.64	0.27	0.27
Sat Flow, veh/h	3510	1525	1714	3510	1714	1525
Grp Volume(v), veh/h	388	148	24	665	42	9
Grp Sat Flow(s),veh/h/ln	1710	1525	1714	1710	1714	1525
Q Serve(g_s), s	4.9	4.1	1.2	7.7	1.7	0.4
Cycle Q Clear(g_c), s	4.9	4.1	1.2	7.7	1.7	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1966	877	43	2204	457	407
V/C Ratio(X)	0.20	0.17	0.56	0.30	0.09	0.02
Avail Cap(c_a), veh/h	1966	877	305	2204	457	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.85	1.00	1.00
Uniform Delay (d), s/veh	9.2	9.0	43.4	7.1	24.8	24.3
Incr Delay (d2), s/veh	0.2	0.4	9.3	0.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.2	0.6	2.1	0.7	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.4	9.4	52.7	7.4	25.2	24.4
LnGrp LOS	A	A	D	A	C	C
Approach Vol, veh/h	536			689	51	
Approach Delay, s/veh	9.4			8.9	25.1	
Approach LOS	A			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.3	55.7				62.0	28.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	16.0	38.0				58.0	24.0
Max Q Clear Time (g_c+I1), s	3.2	6.9				9.7	3.7
Green Ext Time (p_c), s	0.0	2.7				4.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	478	222	329	1361	85	159	229	74	66	375	270
Future Volume (veh/h)	78	478	222	329	1361	85	159	229	74	66	375	270
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	86	525	244	362	1496	93	175	252	81	73	412	297
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	134	1200	714	444	1601	714	201	463	393	93	370	264
Arrive On Green	0.04	0.35	0.35	0.13	0.47	0.47	0.12	0.26	0.26	0.02	0.06	0.06
Sat Flow, veh/h	3326	3420	1525	3326	3420	1525	1714	1800	1525	1714	1905	1361
Grp Volume(v), veh/h	86	525	244	362	1496	93	175	252	81	73	370	339
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1525	1714	1800	1525	1714	1710	1555
Q Serve(g_s), s	3.1	14.1	5.9	12.7	49.6	4.1	12.0	14.5	3.3	5.1	23.3	23.3
Cycle Q Clear(g_c), s	3.1	14.1	5.9	12.7	49.6	4.1	12.0	14.5	3.3	5.1	23.3	23.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.87
Lane Grp Cap(c), veh/h	134	1200	714	444	1601	714	201	463	393	93	332	302
V/C Ratio(X)	0.64	0.44	0.34	0.82	0.93	0.13	0.87	0.54	0.21	0.79	1.11	1.12
Avail Cap(c_a), veh/h	388	1200	714	444	1601	714	236	463	393	207	332	302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	56.7	29.9	7.3	50.6	30.2	18.1	52.0	38.5	15.3	58.2	56.2	56.2
Incr Delay (d2), s/veh	1.9	1.2	1.3	10.6	11.5	0.4	24.9	4.5	1.2	5.2	82.5	88.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.7	2.3	5.7	21.1	1.4	6.3	6.7	1.9	2.3	18.2	17.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.6	31.0	8.6	61.1	41.7	18.5	76.9	43.0	16.5	63.5	138.6	144.7
LnGrp LOS	E	C	A	E	D	B	E	D	B	E	F	F
Approach Vol, veh/h		855			1951			508			782	
Approach Delay, s/veh		27.4			44.2			50.4			134.3	
Approach LOS		C			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	49.0	17.6	31.0	8.8	62.6	10.0	38.6
Change Period (Y+Rc), s	* 6.4	* 6.9	3.5	7.7	4.0	* 6.4	3.5	7.7
Max Green Setting (Gmax), s	* 16	* 42	16.5	23.3	14.0	* 45	14.5	25.3
Max Q Clear Time (g_c+I1), s	14.7	16.1	14.0	25.3	5.1	51.6	7.1	16.5
Green Ext Time (p_c), s	0.1	1.7	0.1	0.0	0.1	0.0	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	58.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	224	157	134	784	126	348	144	48	76	373	454
Future Volume (veh/h)	70	224	157	134	784	126	348	144	48	76	373	454
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1800	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	78	249	174	149	871	140	387	160	53	84	414	504
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	121	737	828	205	1267	204	406	978	527	104	741	391
Arrive On Green	0.04	0.41	0.41	0.06	0.43	0.43	0.13	0.29	0.29	0.06	0.22	0.22
Sat Flow, veh/h	3048	1800	1525	3429	2950	474	3048	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	78	249	174	149	505	506	387	160	53	84	414	504
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1714	1710	1715	1524	1710	1525	1619	1710	1525
Q Serve(g_s), s	3.0	11.4	7.1	5.1	28.7	28.7	15.1	4.2	2.8	6.1	12.9	26.0
Cycle Q Clear(g_c), s	3.0	11.4	7.1	5.1	28.7	28.7	15.1	4.2	2.8	6.1	12.9	26.0
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	737	828	205	734	736	406	978	527	104	741	391
V/C Ratio(X)	0.65	0.34	0.21	0.73	0.69	0.69	0.95	0.16	0.10	0.81	0.56	1.29
Avail Cap(c_a), veh/h	381	737	828	286	734	736	406	978	527	162	741	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.8	24.3	14.2	55.4	27.7	27.7	51.6	32.1	26.6	55.4	41.9	44.6
Incr Delay (d2), s/veh	5.7	1.2	0.6	5.6	5.2	5.2	32.5	0.4	0.4	15.3	0.6	148.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	4.8	2.3	2.3	12.0	12.0	7.3	1.7	1.0	2.9	5.3	27.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.5	25.5	14.7	61.0	32.9	32.9	84.2	32.5	27.0	70.7	42.5	192.7
LnGrp LOS	E	C	B	E	C	C	F	C	C	E	D	F
Approach Vol, veh/h		501			1160			600			1002	
Approach Delay, s/veh		27.5			36.5			65.3			120.4	
Approach LOS		C			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.2	55.9	20.0	32.9	8.8	58.3	11.7	41.2
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	4.0	* 6.8	4.0	6.9
Max Green Setting (Gmax), s	10.0	* 46	16.0	26.0	15.0	* 41	12.0	30.0
Max Q Clear Time (g_c+I1), s	7.1	13.4	17.1	28.0	5.0	30.7	8.1	6.2
Green Ext Time (p_c), s	0.1	1.0	0.0	0.0	0.1	2.8	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	66.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	311	0	133	1	369	172	63	621	2
Future Volume (veh/h)	1	0	2	311	0	133	1	369	172	63	621	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1	0	2	338	0	145	1	401	187	68	675	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	0	508	60	0	508	2	853	723	86	941	797
Arrive On Green	0.33	0.00	0.33	0.33	0.00	0.33	0.00	0.47	0.47	0.05	0.52	0.52
Sat Flow, veh/h	0	0	1525	0	0	1525	1714	1800	1525	1714	1800	1525
Grp Volume(v), veh/h	1	0	2	338	0	145	1	401	187	68	675	2
Grp Sat Flow(s),veh/h/ln	0	0	1525	0	0	1525	1714	1800	1525	1714	1800	1525
Q Serve(g_s), s	0.0	0.0	0.1	0.0	0.0	8.4	0.1	18.1	8.8	4.7	34.4	0.1
Cycle Q Clear(g_c), s	40.0	0.0	0.1	40.0	0.0	8.4	0.1	18.1	8.8	4.7	34.4	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	0	508	60	0	508	2	853	723	86	941	797
V/C Ratio(X)	0.02	0.00	0.00	5.63	0.00	0.29	0.43	0.47	0.26	0.79	0.72	0.00
Avail Cap(c_a), veh/h	60	0	508	60	0	508	71	853	723	143	941	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.9	0.0	26.7	60.0	0.0	29.5	59.9	21.4	18.9	56.3	21.9	13.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	2120.9	0.0	0.3	91.4	1.9	0.9	14.6	4.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	37.1	0.0	3.1	0.1	7.4	3.1	2.3	14.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	0.0	26.7	2180.9	0.0	29.8	151.3	23.2	19.8	70.9	26.5	13.7
LnGrp LOS	E	A	C	F	A	C	F	C	B	E	C	B
Approach Vol, veh/h		3			483			589			745	
Approach Delay, s/veh		37.8			1535.1			22.4			30.6	
Approach LOS		D			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.0	63.5		46.5	4.2	69.3		46.5
Change Period (Y+Rc), s	4.0	* 6.6		* 6.5	4.0	* 6.6		* 6.5
Max Green Setting (Gmax), s	10.0	* 55		* 38	5.0	* 60		* 40
Max Q Clear Time (g_c+I1), s	10.7	20.1		42.0	2.1	36.4		42.0
Green Ext Time (p_c), s	0.0	1.5		0.0	0.0	4.0		0.0

Intersection Summary		
HCM 6th Ctrl Delay	427.2	
HCM 6th LOS	F	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	139	0	74	0	482	156	59	830	0
Future Volume (veh/h)	0	0	0	139	0	74	0	482	156	59	830	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	0	0	0	158	0	84	0	548	177	67	943	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
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	626	530	306	0	272	1	642	207	86	1162	0
Arrive On Green	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.25	0.25	0.05	0.34	0.00
Sat Flow, veh/h	0	1800	1525	1714	0	1525	1714	2544	819	1714	3510	0
Grp Volume(v), veh/h	0	0	0	158	0	84	0	368	357	67	943	0
Grp Sat Flow(s),veh/h/ln	0	1800	1525	1714	0	1525	1714	1710	1653	1714	1710	0
Q Serve(g_s), s	0.0	0.0	0.0	10.0	0.0	5.7	0.0	24.6	24.7	4.6	30.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	10.0	0.0	5.7	0.0	24.6	24.7	4.6	30.2	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		0.50	1.00		0.00
Lane Grp Cap(c), veh/h	0	626	530	306	0	272	1	432	417	86	1162	0
V/C Ratio(X)	0.00	0.00	0.00	0.52	0.00	0.31	0.00	0.85	0.86	0.78	0.81	0.00
Avail Cap(c_a), veh/h	0	626	530	306	0	272	71	620	599	143	1325	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	44.6	0.0	42.9	0.0	42.7	42.8	56.4	36.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.1	0.0	2.9	0.0	7.8	8.4	27.5	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	4.7	0.0	2.3	0.0	10.7	10.5	2.6	12.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	50.7	0.0	45.8	0.0	50.5	51.1	83.8	39.6	0.0
LnGrp LOS	A	A	A	D	A	D	A	D	D	F	D	A
Approach Vol, veh/h		0			242			725			1010	
Approach Delay, s/veh		0.0			49.0			50.8			42.5	
Approach LOS					D			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	45.7	12.5	34.8	27.0	0.0	47.3
Change Period (Y+Rc), s	4.0	6.5	* 4.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	27.0	10.0	* 44	21.4	5.0	46.5
Max Q Clear Time (g_c+I1), s	0.0	6.6	26.7	12.0	0.0	32.2
Green Ext Time (p_c), s	0.0	0.1	3.6	0.7	0.0	4.9

Intersection Summary	
HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

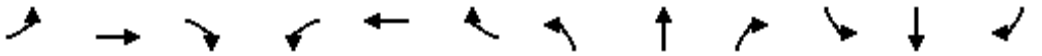
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	31	35	596	943	19
Future Vol, veh/h	20	31	35	596	943	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	33	37	634	1003	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1404	512	1023	0	-	0
Stage 1	1013	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	133	512	686	-	-	-
Stage 1	316	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	126	512	686	-	-	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	299	-	-	-	-	-
Stage 2	659	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	686	-	126	512	-	-
HCM Lane V/C Ratio	0.054	-	0.169	0.064	-	-
HCM Control Delay (s)	10.5	-	39.3	12.5	-	-
HCM Lane LOS	B	-	E	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	137	90	329	326	49	265	596	46	57	711	185
Future Volume (veh/h)	136	137	90	329	326	49	265	596	46	57	711	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	153	154	101	370	366	55	298	670	0	64	799	208
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	896	399	446	983	147	367	1040		222	890	397
Arrive On Green	0.02	0.09	0.09	0.13	0.33	0.33	0.11	0.30	0.00	0.07	0.26	0.26
Sat Flow, veh/h	3326	3420	1525	3326	2985	445	3326	3420	1525	3326	3420	1525
Grp Volume(v), veh/h	153	154	101	370	208	213	298	670	0	64	799	208
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1720	1663	1710	1525	1663	1710	1525
Q Serve(g_s), s	4.1	3.8	5.6	9.8	8.4	8.5	7.9	15.3	0.0	1.6	20.3	10.5
Cycle Q Clear(g_c), s	4.1	3.8	5.6	9.8	8.4	8.5	7.9	15.3	0.0	1.6	20.3	10.5
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	896	399	446	563	567	367	1040		222	890	397
V/C Ratio(X)	0.69	0.17	0.25	0.83	0.37	0.38	0.81	0.64		0.29	0.90	0.52
Avail Cap(c_a), veh/h	240	896	399	599	563	567	399	1094		222	912	407
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	32.1	32.9	38.0	23.0	23.1	39.1	27.1	0.0	40.0	32.1	28.5
Incr Delay (d2), s/veh	5.8	0.4	1.5	5.5	1.9	1.9	10.1	1.4	0.0	3.3	11.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.5	2.1	4.0	3.3	3.4	3.5	5.8	0.0	0.7	9.1	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	32.5	34.4	43.4	24.9	25.0	49.2	28.5	0.0	43.2	43.8	30.1
LnGrp LOS	D	C	C	D	C	C	D	C		D	D	C
Approach Vol, veh/h		408			791			968	A		1071	
Approach Delay, s/veh		39.1			33.6			34.9			41.1	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	29.6	14.4	29.4	10.5	35.6	10.5	33.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	16.2	18.0	10.8	24.0	6.5	27.7	6.0	28.8
Max Q Clear Time (g_c+I1), s	11.8	7.6	9.9	22.3	6.1	10.5	3.6	17.3
Green Ext Time (p_c), s	0.3	0.9	0.1	1.1	0.0	2.3	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	42	66	159	45	52	248	877	115	35	952	108
Future Volume (veh/h)	9	42	66	159	45	52	248	877	115	35	952	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	10	46	0	173	49	0	270	953	0	38	1035	117
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	21	176		246	387		340	3257		58	2664	301
Arrive On Green	0.01	0.05	0.00	0.07	0.11	0.00	0.20	1.00	0.00	0.03	0.59	0.59
Sat Flow, veh/h	1714	3420	1525	3326	3420	1525	3326	4914	1525	1714	4479	506
Grp Volume(v), veh/h	10	46	0	173	49	0	270	953	0	38	756	396
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1663	1710	1525	1663	1638	1525	1714	1638	1709
Q Serve(g_s), s	0.5	1.2	0.0	4.6	1.2	0.0	6.9	0.0	0.0	2.0	11.0	11.0
Cycle Q Clear(g_c), s	0.5	1.2	0.0	4.6	1.2	0.0	6.9	0.0	0.0	2.0	11.0	11.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.30
Lane Grp Cap(c), veh/h	21	176		246	387		340	3257		58	1948	1016
V/C Ratio(X)	0.47	0.26		0.70	0.13		0.79	0.29		0.65	0.39	0.39
Avail Cap(c_a), veh/h	190	722		370	722		443	3257		190	1948	1016
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.88	0.88	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	41.0	0.0	40.7	35.9	0.0	34.9	0.0	0.0	42.9	9.6	9.6
Incr Delay (d2), s/veh	15.6	0.8	0.0	3.7	0.1	0.0	6.5	0.2	0.0	11.6	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.0	2.0	0.5	0.0	2.7	0.1	0.0	1.0	3.3	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	41.8	0.0	44.4	36.1	0.0	41.4	0.2	0.0	54.5	10.2	10.7
LnGrp LOS	E	D		D	D		D	A		D	B	B
Approach Vol, veh/h		56	A		222	A		1223	A		1190	
Approach Delay, s/veh		45.0			42.5			9.3			11.8	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.1	63.6	10.6	8.6	13.2	57.5	5.1	14.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	35.0	10.0	19.0	12.0	33.0	10.0	19.0
Max Q Clear Time (g_c+I1), s	4.0	2.0	6.6	3.2	8.9	13.0	2.5	3.2
Green Ext Time (p_c), s	0.0	6.7	0.2	0.1	0.3	6.9	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	13.9
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	578	0	474	0	695	308	0	851	386
Future Volume (veh/h)	0	0	0	578	0	474	0	695	308	0	851	386
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1800	1800	1800	0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h				788	0	343	0	755	0	0	925	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				984	0	438	0	2135		0	3068	
Arrive On Green				0.29	0.00	0.29	0.00	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h				3429	0	1525	0	3510	1525	0	5076	1525
Grp Volume(v), veh/h				788	0	343	0	755	0	0	925	0
Grp Sat Flow(s),veh/h/ln				1714	0	1525	0	1710	1525	0	1638	1525
Q Serve(g_s), s				19.2	0.0	18.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				19.2	0.0	18.6	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				984	0	438	0	2135		0	3068	
V/C Ratio(X)				0.80	0.00	0.78	0.00	0.35		0.00	0.30	
Avail Cap(c_a), veh/h				1676	0	746	0	2135		0	3068	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.96	0.00	0.00	0.89	0.00
Uniform Delay (d), s/veh				29.7	0.0	29.5	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				1.6	0.0	3.1	0.0	0.4	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.0	0.0	7.1	0.0	0.1	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.3	0.0	32.6	0.0	0.4	0.0	0.0	0.2	0.0
LnGrp LOS				C	A	C	A	A		A	A	
Approach Vol, veh/h					1131			755	A		925	A
Approach Delay, s/veh					31.7			0.4			0.2	
Approach LOS					C			A			A	

Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	60.2		60.2		29.8	
Change Period (Y+Rc), s	4.0		4.0		4.0	
Max Green Setting (Gmax), s	38.0		38.0		44.0	
Max Q Clear Time (g_c+I1), s	2.0		2.0		21.2	
Green Ext Time (p_c), s	5.1		6.6		4.7	

Intersection Summary		
HCM 6th Ctrl Delay	12.9	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	226	0	625	0	767	359	0	1298	109	0	0
Future Volume (veh/h)	226	0	625	0	767	359	0	1298	109	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1800	1800	1800	0	1800	1800	0	1800	1800		
Adj Flow Rate, veh/h	246	246	679	0	834	0	0	1411	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	1515	1515	695	0	2239		0	1558			
Arrive On Green	0.46	0.46	0.46	0.00	0.46	0.00	0.00	0.91	0.00		
Sat Flow, veh/h	3326	3326	1525	0	5076	1525	0	3510	1525		
Grp Volume(v), veh/h	246	246	679	0	834	0	0	1411	0		
Grp Sat Flow(s),veh/h/ln	1663	1663	1525	0	1638	1525	0	1710	1525		
Q Serve(g_s), s	3.9	3.9	39.3	0.0	10.0	0.0	0.0	18.9	0.0		
Cycle Q Clear(g_c), s	3.9	3.9	39.3	0.0	10.0	0.0	0.0	18.9	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	1515	1515	695	0	2239		0	1558			
V/C Ratio(X)	0.16	0.16	0.98	0.00	0.37		0.00	0.91			
Avail Cap(c_a), veh/h	1515	1515	695	0	2239		0	1558			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.90	0.00		
Uniform Delay (d), s/veh	14.4	14.4	24.0	0.0	16.1	0.0	0.0	3.0	0.0		
Incr Delay (d2), s/veh	0.0	0.0	28.4	0.0	0.5	0.0	0.0	8.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.5	1.5	18.9	0.0	3.4	0.0	0.0	3.0	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	14.5	14.5	52.4	0.0	16.5	0.0	0.0	11.4	0.0		
LnGrp LOS	B	B	D	A	B		A	B			
Approach Vol, veh/h	925	925			834	A		1411	A		
Approach Delay, s/veh	42.3	42.3			16.5			11.4			
Approach LOS	D	D			B			B			

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	45.0	45.0	45.0
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	41.0	41.0	41.0
Max Q Clear Time (g_c+I1), s	12.0	41.3	20.9
Green Ext Time (p_c), s	5.6	0.0	9.6

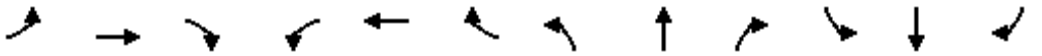
Intersection Summary	
HCM 6th Ctrl Delay	21.8
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
Int.19: Haven Ave & 4th St

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	82	303	134	227	401	135	194	1933	487	96	1325	51
Future Volume (veh/h)	82	303	134	227	401	135	194	1933	487	96	1325	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	93	344	152	258	456	153	220	2197	0	109	1506	58
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	144	696	289	318	878	391	282	2502		151	2896	111
Arrive On Green	0.04	0.20	0.20	0.10	0.26	0.26	0.08	0.51	0.00	0.05	0.47	0.47
Sat Flow, veh/h	3326	3406	1416	3326	3420	1525	3326	4914	1525	3326	6164	237
Grp Volume(v), veh/h	93	330	166	258	456	153	220	2197	0	109	1134	430
Grp Sat Flow(s),veh/h/ln	1663	1638	1545	1663	1710	1525	1663	1638	1525	1663	1548	1757
Q Serve(g_s), s	3.0	9.8	10.5	8.4	12.6	9.1	7.1	43.7	0.0	3.6	18.8	18.9
Cycle Q Clear(g_c), s	3.0	9.8	10.5	8.4	12.6	9.1	7.1	43.7	0.0	3.6	18.8	18.9
Prop In Lane	1.00		0.92	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	144	670	316	318	878	391	282	2502		151	2182	826
V/C Ratio(X)	0.64	0.49	0.53	0.81	0.52	0.39	0.78	0.88		0.72	0.52	0.52
Avail Cap(c_a), veh/h	212	670	316	363	878	391	363	2502		151	2182	826
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	38.7	39.0	48.8	35.1	33.8	49.3	24.0	0.0	51.8	20.5	20.5
Incr Delay (d2), s/veh	4.8	2.6	6.1	8.9	1.6	2.2	8.1	4.8	0.0	15.4	0.9	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	4.2	4.5	3.9	5.4	3.6	3.3	17.1	0.0	1.8	6.8	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	41.3	45.1	57.7	36.7	35.9	57.4	28.7	0.0	67.2	21.3	22.8
LnGrp LOS	E	D	D	E	D	D	E	C		E	C	C
Approach Vol, veh/h		589			867			2417	A		1673	
Approach Delay, s/veh		44.8			42.8			31.4			24.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	26.5	13.3	55.7	8.8	32.2	9.0	60.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	21.0	12.0	49.0	7.0	26.0	5.0	56.0
Max Q Clear Time (g_c+I1), s	10.4	12.5	9.1	20.9	5.0	14.6	5.6	45.7
Green Ext Time (p_c), s	0.1	2.0	0.2	13.4	0.0	2.7	0.0	9.0

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	265	98	345	873	355	281	811	113	210	923	136
Future Volume (veh/h)	158	265	98	345	873	355	281	811	113	210	923	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	186	312	115	406	1027	418	331	954	133	247	1086	160
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	247	1649	512	477	1990	618	399	1745	649	311	1405	205
Arrive On Green	0.07	0.34	0.34	0.14	0.40	0.40	0.12	0.28	0.28	0.09	0.26	0.26
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	3326	6192	1525	3326	5497	803
Grp Volume(v), veh/h	186	312	115	406	1027	418	331	954	133	247	916	330
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1663	1548	1525	1663	1548	1656
Q Serve(g_s), s	6.0	5.0	6.0	13.1	17.3	24.7	10.7	14.4	6.0	8.0	20.1	20.4
Cycle Q Clear(g_c), s	6.0	5.0	6.0	13.1	17.3	24.7	10.7	14.4	6.0	8.0	20.1	20.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	247	1649	512	477	1990	618	399	1745	649	311	1187	423
V/C Ratio(X)	0.75	0.19	0.22	0.85	0.52	0.68	0.83	0.55	0.20	0.79	0.77	0.78
Avail Cap(c_a), veh/h	333	1649	512	605	1990	618	514	1745	649	423	1187	423
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	0.46	0.46	0.46	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	25.9	26.3	46.0	24.6	26.8	47.3	33.5	19.9	48.8	38.0	38.1
Incr Delay (d2), s/veh	5.8	0.2	0.9	4.5	0.4	2.8	8.8	1.2	0.7	7.1	4.9	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	2.0	2.3	5.7	6.7	9.3	4.9	5.5	2.3	3.6	8.1	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.8	26.2	27.2	50.4	25.1	29.6	56.1	34.8	20.6	56.0	42.9	51.3
LnGrp LOS	E	C	C	D	C	C	E	C	C	E	D	D
Approach Vol, veh/h		613			1851			1418			1493	
Approach Delay, s/veh		35.3			31.7			38.4			46.9	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	40.9	17.2	32.1	12.2	48.5	14.3	35.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	29.0	17.0	28.0	11.0	38.0	14.0	31.0
Max Q Clear Time (g_c+I1), s	15.1	8.0	12.7	22.4	8.0	26.7	10.0	16.4
Green Ext Time (p_c), s	0.7	2.4	0.5	3.6	0.2	6.5	0.3	6.2

Intersection Summary	
HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	262	105	69	426	65	153	325	128	100	328	150
Future Volume (veh/h)	80	262	105	69	426	65	153	325	128	100	328	150
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	86	282	113	74	458	70	165	349	138	108	353	161
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	101	343	144	86	557	89	191	982	382	133	1280	571
Arrive On Green	0.17	0.17	0.17	0.21	0.21	0.21	0.22	0.82	0.82	0.08	0.37	0.37
Sat Flow, veh/h	590	1994	837	412	2664	427	1714	2406	936	1714	3420	1525
Grp Volume(v), veh/h	258	0	223	319	0	283	165	246	241	108	353	161
Grp Sat Flow(s),veh/h/ln	1771	0	1649	1779	0	1723	1714	1710	1632	1714	1710	1525
Q Serve(g_s), s	17.0	0.0	15.5	20.8	0.0	18.6	11.1	4.5	4.6	7.4	8.6	8.9
Cycle Q Clear(g_c), s	17.0	0.0	15.5	20.8	0.0	18.6	11.1	4.5	4.6	7.4	8.6	8.9
Prop In Lane	0.33		0.51	0.23		0.25	1.00		0.57	1.00		1.00
Lane Grp Cap(c), veh/h	304	0	284	372	0	361	191	698	666	133	1280	571
V/C Ratio(X)	0.85	0.00	0.79	0.86	0.00	0.78	0.87	0.35	0.36	0.81	0.28	0.28
Avail Cap(c_a), veh/h	384	0	357	460	0	445	314	698	666	229	1280	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	0.0	47.6	45.7	0.0	44.9	45.8	6.9	7.0	54.5	26.2	26.3
Incr Delay (d2), s/veh	13.5	0.0	8.7	12.7	0.0	7.2	11.8	1.3	1.4	11.2	0.5	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.6	0.0	7.0	10.4	0.0	8.7	4.8	1.6	1.6	3.6	3.6	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.6	0.0	56.3	58.4	0.0	52.1	57.6	8.2	8.3	65.7	26.7	27.5
LnGrp LOS	E	A	E	E	A	D	E	A	A	E	C	C
Approach Vol, veh/h		481			602			652			622	
Approach Delay, s/veh		59.2			55.5			20.8			33.7	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.3	53.0		24.6	17.3	48.9		29.1				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	16.0	31.0		26.0	22.0	25.0		31.0				
Max Q Clear Time (g_c+I1), s	19.4	6.6		19.0	13.1	10.9		22.8				
Green Ext Time (p_c), s	0.1	3.1		1.7	0.3	2.4		2.4				

Intersection Summary		
HCM 6th Ctrl Delay		40.9
HCM 6th LOS		D



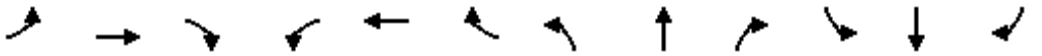
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	103	119	76	136	236	352	102	672	86	343	1173	407
Future Volume (veh/h)	103	119	76	136	236	352	102	672	86	343	1173	407
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	114	132	84	151	262	391	113	747	96	381	1303	452
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	175	412	246	343	342	305	114	985	127	417	1259	421
Arrive On Green	0.06	0.20	0.20	0.06	0.20	0.20	0.07	0.32	0.32	0.24	0.50	0.50
Sat Flow, veh/h	1714	2059	1229	1714	1710	1525	1714	3048	392	1714	2518	841
Grp Volume(v), veh/h	114	108	108	151	262	391	113	419	424	381	869	886
Grp Sat Flow(s),veh/h/ln	1714	1710	1579	1714	1710	1525	1714	1710	1730	1714	1710	1649
Q Serve(g_s), s	4.8	4.9	5.3	5.0	13.0	18.0	5.9	19.8	19.8	19.5	45.0	45.0
Cycle Q Clear(g_c), s	4.8	4.9	5.3	5.0	13.0	18.0	5.9	19.8	19.8	19.5	45.0	45.0
Prop In Lane	1.00		0.78	1.00		1.00	1.00		0.23	1.00		0.51
Lane Grp Cap(c), veh/h	175	342	316	343	342	305	114	553	559	417	855	824
V/C Ratio(X)	0.65	0.32	0.34	0.44	0.77	1.28	0.99	0.76	0.76	0.91	1.02	1.07
Avail Cap(c_a), veh/h	175	342	316	343	342	305	114	553	559	476	855	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	30.7	30.9	28.6	34.0	36.0	42.0	27.3	27.3	33.1	22.5	22.5
Incr Delay (d2), s/veh	8.2	0.5	0.6	0.9	10.0	149.5	80.5	9.4	9.3	20.5	34.9	53.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.0	2.0	0.6	6.2	19.2	5.0	9.2	9.3	10.2	24.7	28.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.7	31.3	31.5	29.5	44.0	185.5	122.4	36.7	36.6	53.6	57.4	75.9
LnGrp LOS	D	C	C	C	D	F	F	D	D	D	F	F
Approach Vol, veh/h		330			804			956			2136	
Approach Delay, s/veh		33.2			110.1			46.8			64.4	
Approach LOS		C			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	33.1	9.0	22.0	10.0	49.0	9.0	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	11.9	26.0	5.0	18.0	6.0	45.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	11.5	21.8	7.0	7.3	7.9	47.0	6.8	20.0
Green Ext Time (p_c), s	0.4	2.0	0.0	0.8	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	66.7
HCM 6th LOS	E

HCM 6th Signalized Intersection Summary
Int.1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	941	1195	114	215	967	308	135	296	334	101	297	577
Future Volume (veh/h)	941	1195	114	215	967	308	135	296	334	101	297	577
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1023	1299	124	234	1051	335	147	322	363	110	323	627
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1074	2428	754	292	1272	395	171	663	296	135	311	527
Arrive On Green	0.32	0.49	0.49	0.18	0.52	0.52	0.10	0.19	0.19	0.08	0.17	0.17
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	1714	3420	1525	1714	1800	3051
Grp Volume(v), veh/h	1023	1299	124	234	1051	335	147	322	363	110	323	627
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1714	1710	1525	1714	1800	1525
Q Serve(g_s), s	33.1	20.0	4.9	7.4	19.8	20.8	9.3	9.2	21.3	6.9	19.0	19.0
Cycle Q Clear(g_c), s	33.1	20.0	4.9	7.4	19.8	20.8	9.3	9.2	21.3	6.9	19.0	19.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1074	2428	754	292	1272	395	171	663	296	135	311	527
V/C Ratio(X)	0.95	0.54	0.16	0.80	0.83	0.85	0.86	0.49	1.23	0.81	1.04	1.19
Avail Cap(c_a), veh/h	1088	2428	754	393	1272	395	171	663	296	156	311	527
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	19.1	15.3	44.4	24.4	24.7	48.7	39.4	44.3	49.9	45.5	45.5
Incr Delay (d2), s/veh	10.3	0.4	0.2	5.9	4.4	14.5	32.5	2.5	128.2	24.5	61.5	103.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	6.8	1.7	2.9	5.5	6.9	5.5	4.1	18.5	3.9	13.7	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	19.6	15.6	50.3	28.8	39.2	81.3	42.0	172.5	74.3	107.0	148.7
LnGrp LOS	D	B	B	D	C	D	F	D	F	E	F	F
Approach Vol, veh/h		2446			1620			832			1060	
Approach Delay, s/veh		30.7			34.1			105.9			128.3	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	58.3	15.0	23.0	39.5	32.5	12.7	25.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	51.0	11.0	19.0	36.0	28.0	10.0	20.0
Max Q Clear Time (g_c+I1), s	9.4	22.0	11.3	21.0	35.1	22.8	8.9	23.3
Green Ext Time (p_c), s	0.2	10.0	0.0	0.0	0.4	3.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.5
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	807	719	94	75	753	170	120	73	57	154	68	632
Future Volume (veh/h)	807	719	94	75	753	170	120	73	57	154	68	632
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	841	749	98	78	784	177	125	76	59	116	133	658
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	967	2263	703	99	913	204	288	322	227	288	303	1401
Arrive On Green	0.49	0.77	0.77	0.06	0.23	0.23	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	3326	4914	1525	1714	4015	899	1714	1914	1353	1714	1800	3051
Grp Volume(v), veh/h	841	749	98	78	638	323	125	67	68	116	133	658
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1714	1638	1638	1714	1710	1557	1714	1800	1525
Q Serve(g_s), s	24.8	5.2	1.8	4.9	20.6	20.8	7.2	3.7	4.2	6.6	7.3	0.0
Cycle Q Clear(g_c), s	24.8	5.2	1.8	4.9	20.6	20.8	7.2	3.7	4.2	6.6	7.3	0.0
Prop In Lane	1.00		1.00	1.00		0.55	1.00		0.87	1.00		1.00
Lane Grp Cap(c), veh/h	967	2263	703	99	745	372	288	288	262	288	303	1401
V/C Ratio(X)	0.87	0.33	0.14	0.79	0.86	0.87	0.43	0.23	0.26	0.40	0.44	0.47
Avail Cap(c_a), veh/h	967	2263	703	156	745	372	288	288	262	288	303	1401
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	7.4	7.1	51.2	40.8	40.9	41.0	39.6	39.8	40.8	41.1	20.5
Incr Delay (d2), s/veh	6.7	0.3	0.3	13.1	12.2	22.8	4.7	1.9	2.4	4.1	4.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	1.5	0.6	2.4	9.0	10.2	3.4	1.7	1.8	3.1	3.6	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	7.7	7.4	64.3	53.0	63.7	45.7	41.5	42.2	45.0	45.7	21.7
LnGrp LOS	C	A	A	E	D	E	D	D	D	D	D	C
Approach Vol, veh/h		1688			1039			260			907	
Approach Delay, s/veh		20.4			57.2			43.7			28.2	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.3	54.7		22.5	36.0	29.0		22.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	47.0		18.5	32.0	25.0		18.5
Max Q Clear Time (g_c+I1), s	6.9	7.2		9.3	26.8	22.8		9.2
Green Ext Time (p_c), s	0.0	5.3		2.9	1.6	1.2		0.7

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	839	30	2	724	91	103	19	7	147	14	184
Future Volume (veh/h)	48	839	30	2	724	91	103	19	7	147	14	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	52	912	33	2	787	99	112	21	8	160	15	200
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	1670	745	5	2001	250	461	497	189	286	38	317
Arrive On Green	0.04	0.49	0.49	0.00	0.45	0.45	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1714	3420	1525	1714	4424	553	1185	1242	473	599	96	793
Grp Volume(v), veh/h	52	912	33	2	582	304	112	0	29	375	0	0
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1714	1638	1700	1185	0	1715	1488	0	0
Q Serve(g_s), s	3.3	20.5	1.2	0.1	13.0	13.1	0.0	0.0	1.1	19.8	0.0	0.0
Cycle Q Clear(g_c), s	3.3	20.5	1.2	0.1	13.0	13.1	10.8	0.0	1.1	22.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.28	0.43		0.53
Lane Grp Cap(c), veh/h	66	1670	745	5	1482	769	461	0	686	642	0	0
V/C Ratio(X)	0.79	0.55	0.04	0.43	0.39	0.40	0.24	0.00	0.04	0.58	0.00	0.00
Avail Cap(c_a), veh/h	156	1670	745	156	1482	769	461	0	686	642	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.4	19.6	14.7	54.8	20.1	20.1	23.1	0.0	20.1	26.3	0.0	0.0
Incr Delay (d2), s/veh	18.2	1.3	0.1	53.2	0.8	1.5	1.2	0.0	0.1	3.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	7.5	0.4	0.1	4.7	5.1	2.2	0.0	0.5	8.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	20.9	14.8	108.0	20.8	21.6	24.3	0.0	20.3	30.2	0.0	0.0
LnGrp LOS	E	C	B	F	C	C	C	A	C	C	A	A
Approach Vol, veh/h		997			888			141			375	
Approach Delay, s/veh		23.3			21.3			23.5			30.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.3	57.7		48.0	8.2	53.8		48.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	44.0		44.0	10.0	44.0		44.0
Max Q Clear Time (g_c+I1), s	2.1	22.5		24.1	5.3	15.1		12.8
Green Ext Time (p_c), s	0.0	5.7		2.5	0.0	5.4		0.6

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	962	30	2	712	103	7
Future Volume (veh/h)	962	30	2	712	103	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1046	33	2	774	112	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2157	962	5	2318	400	356
Arrive On Green	0.63	0.63	0.00	0.68	0.23	0.23
Sat Flow, veh/h	3510	1525	1714	3510	1714	1525
Grp Volume(v), veh/h	1046	33	2	774	112	8
Grp Sat Flow(s),veh/h/ln	1710	1525	1714	1710	1714	1525
Q Serve(g_s), s	14.6	0.7	0.1	8.5	4.8	0.4
Cycle Q Clear(g_c), s	14.6	0.7	0.1	8.5	4.8	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2157	962	5	2318	400	356
V/C Ratio(X)	0.48	0.03	0.43	0.33	0.28	0.02
Avail Cap(c_a), veh/h	2157	962	190	2318	400	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.85	1.00	1.00
Uniform Delay (d), s/veh	8.8	6.3	44.8	6.0	28.3	26.6
Incr Delay (d2), s/veh	0.8	0.1	45.7	0.3	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.2	0.1	2.1	2.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.6	6.3	90.5	6.4	30.0	26.7
LnGrp LOS	A	A	F	A	C	C
Approach Vol, veh/h	1079			776	120	
Approach Delay, s/veh	9.5			6.6	29.8	
Approach LOS	A			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.2	60.8				65.0	25.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	10.3	47.0				61.0	21.0
Max Q Clear Time (g_c+I1), s	12.1	16.6				10.5	6.8
Green Ext Time (p_c), s	0.0	7.5				5.2	0.2

Intersection Summary		
HCM 6th Ctrl Delay	9.6	
HCM 6th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	1034	208	128	741	70	270	325	230	62	211	181
Future Volume (veh/h)	283	1034	208	128	741	70	270	325	230	62	211	181
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	298	1088	219	135	780	74	284	342	242	65	222	191
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	348	1161	792	183	992	442	308	719	609	83	424	348
Arrive On Green	0.10	0.34	0.34	0.06	0.29	0.29	0.18	0.40	0.40	0.02	0.08	0.08
Sat Flow, veh/h	3326	3420	1525	3326	3420	1525	1714	1800	1525	1714	1783	1463
Grp Volume(v), veh/h	298	1088	219	135	780	74	284	342	242	65	212	201
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1525	1714	1800	1525	1714	1710	1537
Q Serve(g_s), s	12.3	43.1	2.0	5.6	29.4	5.1	22.8	19.7	15.9	5.3	16.7	17.6
Cycle Q Clear(g_c), s	12.3	43.1	2.0	5.6	29.4	5.1	22.8	19.7	15.9	5.3	16.7	17.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.95
Lane Grp Cap(c), veh/h	348	1161	792	183	992	442	308	719	609	83	407	365
V/C Ratio(X)	0.86	0.94	0.28	0.74	0.79	0.17	0.92	0.48	0.40	0.79	0.52	0.55
Avail Cap(c_a), veh/h	499	1161	792	499	992	442	361	719	609	202	407	365
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	61.6	44.8	7.6	65.1	45.7	37.1	56.5	31.2	30.0	68.2	56.9	57.3
Incr Delay (d2), s/veh	7.2	15.0	0.9	2.2	6.3	0.8	26.3	2.3	1.9	6.1	4.7	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	19.9	2.1	2.4	12.9	1.9	11.7	8.6	5.9	2.4	8.2	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.9	59.8	8.4	67.3	52.0	37.9	82.8	33.4	32.0	74.2	61.5	63.0
LnGrp LOS	E	E	A	E	D	D	F	C	C	E	E	E
Approach Vol, veh/h		1605			989			868			478	
Approach Delay, s/veh		54.5			53.0			49.2			63.9	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	54.4	32.8	41.0	18.6	47.5	10.2	63.6
Change Period (Y+Rc), s	4.0	* 6.9	7.7	* 7.7	4.0	* 6.9	3.5	7.7
Max Green Setting (Gmax), s	21.0	* 34	29.5	* 33	21.0	* 35	16.5	46.3
Max Q Clear Time (g_c+I1), s	7.6	45.1	24.8	19.6	14.3	31.4	7.3	21.7
Green Ext Time (p_c), s	0.2	0.0	0.3	1.1	0.3	0.9	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	54.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	352	630	407	54	409	177	149	466	114	153	241	107
Future Volume (veh/h)	352	630	407	54	409	177	149	466	114	153	241	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	356	636	411	55	413	179	151	471	115	155	243	108
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	410	942	888	108	1014	435	201	638	332	178	792	536
Arrive On Green	0.12	0.52	0.52	0.03	0.44	0.44	0.06	0.19	0.19	0.10	0.23	0.23
Sat Flow, veh/h	3429	1800	1525	3429	2331	999	3429	3420	1525	1714	3420	1525
Grp Volume(v), veh/h	356	636	411	55	302	290	151	471	115	155	243	108
Grp Sat Flow(s),veh/h/ln	1714	1800	1525	1714	1710	1620	1714	1710	1525	1714	1710	1525
Q Serve(g_s), s	14.3	36.5	21.6	2.2	16.9	17.3	6.1	18.2	8.9	12.5	8.2	6.9
Cycle Q Clear(g_c), s	14.3	36.5	21.6	2.2	16.9	17.3	6.1	18.2	8.9	12.5	8.2	6.9
Prop In Lane	1.00		1.00	1.00		0.62	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	410	942	888	108	744	705	201	638	332	178	792	536
V/C Ratio(X)	0.87	0.68	0.46	0.51	0.41	0.41	0.75	0.74	0.35	0.87	0.31	0.20
Avail Cap(c_a), veh/h	490	942	888	245	744	705	318	638	332	220	792	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.6	24.6	16.8	66.7	27.1	27.2	64.9	53.7	46.3	61.8	44.5	31.7
Incr Delay (d2), s/veh	13.5	3.9	1.7	3.7	1.6	1.8	5.5	7.5	2.8	25.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	15.5	7.3	1.0	7.0	6.8	2.7	8.2	3.5	6.5	3.4	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.1	28.5	18.5	70.4	28.8	29.0	70.4	61.2	49.1	87.1	44.6	31.8
LnGrp LOS	E	C	B	E	C	C	E	E	D	F	D	C
Approach Vol, veh/h		1403			647			737			506	
Approach Delay, s/veh		37.1			32.4			61.2			54.9	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.4	80.0	12.2	39.3	20.7	67.7	18.5	33.0
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	4.0	* 6.8	4.0	6.9
Max Green Setting (Gmax), s	10.0	* 64	13.0	31.1	20.0	* 54	18.0	26.1
Max Q Clear Time (g_c+I1), s	4.2	38.5	8.1	10.2	16.3	19.3	14.5	20.2
Green Ext Time (p_c), s	0.0	3.0	0.2	0.9	0.4	2.0	0.1	1.1

Intersection Summary	
HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	1	215	0	68	1	664	302	224	464	2
Future Volume (veh/h)	0	2	1	215	0	68	1	664	302	224	464	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	0	2	1	229	0	72	1	706	321	238	494	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	319	270	304	0	270	2	993	842	262	1265	1072
Arrive On Green	0.00	0.18	0.18	0.18	0.00	0.18	0.00	0.55	0.55	0.15	0.70	0.70
Sat Flow, veh/h	0	1800	1525	1429	0	1525	1714	1800	1525	1714	1800	1525
Grp Volume(v), veh/h	0	2	1	229	0	72	1	706	321	238	494	2
Grp Sat Flow(s),veh/h/ln	0	1800	1525	1429	0	1525	1714	1800	1525	1714	1800	1525
Q Serve(g_s), s	0.0	0.1	0.1	21.9	0.0	5.7	0.1	40.5	16.7	19.1	15.7	0.1
Cycle Q Clear(g_c), s	0.0	0.1	0.1	22.0	0.0	5.7	0.1	40.5	16.7	19.1	15.7	0.1
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	319	270	304	0	270	2	993	842	262	1265	1072
V/C Ratio(X)	0.00	0.01	0.00	0.75	0.00	0.27	0.43	0.71	0.38	0.91	0.39	0.00
Avail Cap(c_a), veh/h	0	366	311	368	0	338	129	993	842	312	1265	1072
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	47.5	47.4	56.5	0.0	49.8	69.9	23.1	17.8	58.4	8.5	6.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.9	0.0	0.5	91.9	4.3	1.3	26.3	0.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	8.4	0.0	2.2	0.1	16.8	5.8	9.9	5.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	47.5	47.4	63.4	0.0	50.3	161.7	27.5	19.1	84.7	9.4	6.2
LnGrp LOS	A	D	D	E	A	D	F	C	B	F	A	A
Approach Vol, veh/h		3			301			1028			734	
Approach Delay, s/veh		47.5			60.3			25.0			33.8	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.7	105.0		31.3	24.9	83.8		31.3
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		* 6.5
Max Green Setting (Gmax), s	10.5	* 84		* 29	25.5	* 69		* 31
Max Q Clear Time (g_c+I1), s	12.1	17.7		2.1	21.1	42.5		24.0
Green Ext Time (p_c), s	0.0	1.6		0.0	0.3	5.6		0.8

Intersection Summary	
HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	1	117	0	105	1	876	48	134	570	2
Future Volume (veh/h)	2	0	1	117	0	105	1	876	48	134	570	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	2	0	1	123	0	111	1	922	51	141	600	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	526	0	468	238	0	211	2	1033	57	167	1432	5
Arrive On Green	0.31	0.00	0.31	0.14	0.00	0.14	0.00	0.31	0.31	0.10	0.41	0.41
Sat Flow, veh/h	1714	0	1525	1714	0	1525	1714	3295	182	1714	3496	12
Grp Volume(v), veh/h	2	0	1	123	0	111	1	478	495	141	293	309
Grp Sat Flow(s),veh/h/ln	1714	0	1525	1714	0	1525	1714	1710	1767	1714	1710	1798
Q Serve(g_s), s	0.1	0.0	0.1	9.3	0.0	9.5	0.1	37.3	37.3	11.3	17.1	17.1
Cycle Q Clear(g_c), s	0.1	0.0	0.1	9.3	0.0	9.5	0.1	37.3	37.3	11.3	17.1	17.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.01
Lane Grp Cap(c), veh/h	526	0	468	238	0	211	2	536	554	167	701	737
V/C Ratio(X)	0.00	0.00	0.00	0.52	0.00	0.53	0.43	0.89	0.89	0.84	0.42	0.42
Avail Cap(c_a), veh/h	526	0	468	238	0	211	61	653	675	245	812	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	33.7	56.0	0.0	56.0	69.9	45.8	45.8	62.1	29.4	29.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.9	0.0	9.0	91.9	12.8	12.4	23.7	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	4.5	0.0	4.1	0.1	17.0	17.5	5.9	6.8	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	0.0	33.7	63.8	0.0	65.1	161.7	58.5	58.2	85.9	29.8	29.8
LnGrp LOS	C	A	C	E	A	E	F	E	E	F	C	C
Approach Vol, veh/h		3			234			974			743	
Approach Delay, s/veh		33.7			64.4			58.5			40.5	
Approach LOS		C			E			E			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	46.9	17.6	50.4	25.0	4.2	63.9
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	29.0	20.0	* 54	19.4	5.0	66.5
Max Q Clear Time (g_c+I1), s	2.1	13.3	39.3	11.5	2.1	19.1
Green Ext Time (p_c), s	0.0	0.4	4.6	0.5	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

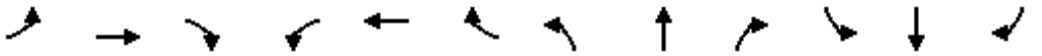
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	37	18	940	623	30
Future Vol, veh/h	16	37	18	940	623	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	38	19	969	642	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1181	337	673	0	-	0
Stage 1	658	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	186	665	927	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	182	665	927	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	927	-	182	665	-	-
HCM Lane V/C Ratio	0.02	-	0.091	0.057	-	-
HCM Control Delay (s)	9	-	26.7	10.7	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	519	322	216	317	71	267	685	69	82	544	222
Future Volume (veh/h)	198	519	322	216	317	71	267	685	69	82	544	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	213	558	346	232	341	76	287	737	0	88	585	239
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	285	1191	531	302	985	217	356	892		222	754	336
Arrive On Green	0.03	0.11	0.11	0.09	0.35	0.35	0.11	0.26	0.00	0.07	0.22	0.22
Sat Flow, veh/h	3326	3420	1525	3326	2786	613	3326	3420	1525	3326	3420	1525
Grp Volume(v), veh/h	213	558	346	232	208	209	287	737	0	88	585	239
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1690	1663	1710	1525	1663	1710	1525
Q Serve(g_s), s	5.7	13.7	19.5	6.1	8.0	8.2	7.6	18.3	0.0	2.3	14.5	13.0
Cycle Q Clear(g_c), s	5.7	13.7	19.5	6.1	8.0	8.2	7.6	18.3	0.0	2.3	14.5	13.0
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	1191	531	302	604	597	356	892		222	754	336
V/C Ratio(X)	0.75	0.47	0.65	0.77	0.34	0.35	0.81	0.83		0.40	0.78	0.71
Avail Cap(c_a), veh/h	314	1191	531	351	604	597	388	1045		222	874	390
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	32.0	34.6	40.0	21.4	21.5	39.3	31.3	0.0	40.3	33.0	32.4
Incr Delay (d2), s/veh	6.3	1.2	5.4	7.0	1.6	1.6	9.8	5.3	0.0	5.2	4.3	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.2	8.6	2.6	3.1	3.2	3.4	7.5	0.0	1.0	6.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	33.2	40.0	47.0	23.0	23.1	49.0	36.6	0.0	45.5	37.3	38.3
LnGrp LOS	D	C	D	D	C	C	D	D		D	D	D
Approach Vol, veh/h		1117			649			1024	A		912	
Approach Delay, s/veh		38.3			31.6			40.1			38.4	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	37.3	14.1	25.8	12.2	37.8	10.5	29.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	9.5	26.0	10.5	23.0	8.5	27.0	6.0	27.5
Max Q Clear Time (g_c+I1), s	8.1	21.5	9.6	16.5	7.7	10.2	4.3	20.3
Green Ext Time (p_c), s	0.1	2.1	0.1	3.0	0.0	2.2	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	79	324	187	87	52	112	938	119	27	1002	18
Future Volume (veh/h)	51	79	324	187	87	52	112	938	119	27	1002	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	55	86	0	203	95	0	122	1020	0	29	1089	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	71	189		276	332		186	3219		49	3119	57
Arrive On Green	0.04	0.06	0.00	0.08	0.10	0.00	0.11	1.00	0.00	0.03	0.63	0.63
Sat Flow, veh/h	1714	3420	1525	3326	3420	1525	3326	4914	1525	1714	4968	91
Grp Volume(v), veh/h	55	86	0	203	95	0	122	1020	0	29	718	391
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1663	1710	1525	1663	1638	1525	1714	1638	1784
Q Serve(g_s), s	2.9	2.2	0.0	5.4	2.3	0.0	3.2	0.0	0.0	1.5	9.4	9.4
Cycle Q Clear(g_c), s	2.9	2.2	0.0	5.4	2.3	0.0	3.2	0.0	0.0	1.5	9.4	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	71	189		276	332		186	3219		49	2056	1120
V/C Ratio(X)	0.77	0.45		0.73	0.29		0.66	0.32		0.59	0.35	0.35
Avail Cap(c_a), veh/h	190	920		370	920		370	3219		190	2056	1120
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.94	0.94	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.7	41.2	0.0	40.3	37.7	0.0	39.1	0.0	0.0	43.2	8.0	8.0
Incr Delay (d2), s/veh	16.1	1.7	0.0	5.1	0.5	0.0	3.7	0.2	0.0	10.8	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.0	0.0	2.4	1.0	0.0	1.3	0.1	0.0	0.8	2.7	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	42.9	0.0	45.4	38.2	0.0	42.8	0.2	0.0	54.0	8.5	8.8
LnGrp LOS	E	D		D	D		D	A		D	A	A
Approach Vol, veh/h		141	A		298	A		1142	A		1138	
Approach Delay, s/veh		49.1			43.1			4.8			9.7	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.6	63.0	11.5	9.0	9.0	60.5	7.7	12.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	29.8	10.0	24.2	10.0	29.8	10.0	24.2
Max Q Clear Time (g_c+I1), s	3.5	2.0	7.4	4.2	5.2	11.4	4.9	4.3
Green Ext Time (p_c), s	0.0	7.1	0.2	0.4	0.1	6.3	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	291	0	366	0	774	541	0	1200	328
Future Volume (veh/h)	0	0	0	291	0	366	0	774	541	0	1200	328
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1800	1800	1800	0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h				425	0	236	0	790	0	0	1224	0
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				672	0	299	0	2446		0	3515	
Arrive On Green				0.20	0.00	0.20	0.00	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h				3429	0	1525	0	3510	1525	0	5076	1525
Grp Volume(v), veh/h				425	0	236	0	790	0	0	1224	0
Grp Sat Flow(s),veh/h/ln				1714	0	1525	0	1710	1525	0	1638	1525
Q Serve(g_s), s				10.2	0.0	13.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				10.2	0.0	13.2	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				672	0	299	0	2446		0	3515	
V/C Ratio(X)				0.63	0.00	0.79	0.00	0.32		0.00	0.35	
Avail Cap(c_a), veh/h				1333	0	593	0	2446		0	3515	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.95	0.00	0.00	0.81	0.00
Uniform Delay (d), s/veh				33.2	0.0	34.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				1.0	0.0	4.7	0.0	0.3	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.3	0.0	5.3	0.0	0.1	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				34.2	0.0	39.1	0.0	0.3	0.0	0.0	0.2	0.0
LnGrp LOS				C	A	D	A	A		A	A	
Approach Vol, veh/h					661			790	A		1224	A
Approach Delay, s/veh					35.9			0.3			0.2	
Approach LOS					D			A			A	

Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	68.4		68.4		21.6	
Change Period (Y+Rc), s	4.0		4.0		4.0	
Max Green Setting (Gmax), s	47.0		47.0		35.0	
Max Q Clear Time (g_c+I1), s	2.0		2.0		15.2	
Green Ext Time (p_c), s	5.5		9.9		2.4	

Intersection Summary		
HCM 6th Ctrl Delay	9.1	
HCM 6th LOS	A	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



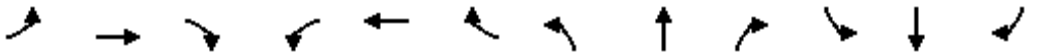
Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	209	0	342	0	1101	569	0	1137	355	0	0
Future Volume (veh/h)	209	0	342	0	1101	569	0	1137	355	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1800	1800	1800	0	1800	1800	0	1800	1800		
Adj Flow Rate, veh/h	215	215	353	0	1135	0	0	1172	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	876	876	402	0	3183		0	2215			
Arrive On Green	0.26	0.26	0.26	0.00	0.65	0.00	0.00	1.00	0.00		
Sat Flow, veh/h	3326	3326	1525	0	5076	1525	0	3510	1525		
Grp Volume(v), veh/h	215	215	353	0	1135	0	0	1172	0		
Grp Sat Flow(s),veh/h/ln	1663	1663	1525	0	1638	1525	0	1710	1525		
Q Serve(g_s), s	4.6	4.6	20.0	0.0	9.5	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	4.6	4.6	20.0	0.0	9.5	0.0	0.0	0.0	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	876	876	402	0	3183		0	2215			
V/C Ratio(X)	0.25	0.25	0.88	0.00	0.36		0.00	0.53			
Avail Cap(c_a), veh/h	1256	1256	576	0	3183		0	2215			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.92	0.00		
Uniform Delay (d), s/veh	26.1	26.1	31.8	0.0	7.3	0.0	0.0	0.0	0.0		
Incr Delay (d2), s/veh	0.1	0.1	10.7	0.0	0.3	0.0	0.0	0.8	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	1.8	1.8	8.4	0.0	2.6	0.0	0.0	0.3	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	26.3	26.3	42.4	0.0	7.6	0.0	0.0	0.8	0.0		
LnGrp LOS	C	C	D	A	A		A	A			
Approach Vol, veh/h	568	568			1135	A		1172	A		
Approach Delay, s/veh	36.3	36.3			7.6			0.8			
Approach LOS	D	D			A			A			

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	62.3	27.7	62.3
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	48.0	34.0	48.0
Max Q Clear Time (g_c+I1), s	11.5	22.0	2.0
Green Ext Time (p_c), s	8.6	1.7	9.7

Intersection Summary	
HCM 6th Ctrl Delay	10.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.
Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	476	183	418	651	168	179	1694	455	221	1756	121
Future Volume (veh/h)	74	476	183	418	651	168	179	1694	455	221	1756	121
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	79	506	195	445	693	179	190	1802	0	235	1868	129
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	138	725	270	505	1082	482	251	2010		292	2511	173
Arrive On Green	0.04	0.21	0.21	0.15	0.32	0.32	0.08	0.41	0.00	0.09	0.42	0.42
Sat Flow, veh/h	3326	3526	1314	3326	3420	1525	3326	4914	1525	3326	5958	411
Grp Volume(v), veh/h	79	469	232	445	693	179	190	1802	0	235	1456	541
Grp Sat Flow(s),veh/h/ln	1663	1638	1563	1663	1710	1525	1663	1638	1525	1663	1548	1726
Q Serve(g_s), s	2.6	14.6	15.2	14.4	19.1	10.0	6.2	37.6	0.0	7.6	29.1	29.1
Cycle Q Clear(g_c), s	2.6	14.6	15.2	14.4	19.1	10.0	6.2	37.6	0.0	7.6	29.1	29.1
Prop In Lane	1.00		0.84	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	138	674	322	505	1082	482	251	2010		292	1957	727
V/C Ratio(X)	0.57	0.70	0.72	0.88	0.64	0.37	0.76	0.90		0.81	0.74	0.74
Avail Cap(c_a), veh/h	151	674	322	544	1082	482	333	2010		302	1957	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.74	0.74	0.74	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	40.5	40.7	45.7	32.2	29.1	49.9	30.3	0.0	49.2	26.8	26.8
Incr Delay (d2), s/veh	4.3	5.9	13.1	11.4	2.2	1.6	6.9	6.8	0.0	14.3	2.6	6.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	6.4	7.0	6.7	8.2	3.9	2.8	15.6	0.0	3.7	10.9	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.1	46.4	53.9	57.1	34.4	30.7	56.8	37.1	0.0	63.5	29.4	33.6
LnGrp LOS	E	D	D	E	C	C	E	D		E	C	C
Approach Vol, veh/h		780			1317			1992	A		2232	
Approach Delay, s/veh		49.6			41.6			39.0			34.0	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.7	26.6	12.3	50.4	8.6	38.8	13.7	49.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	21.0	11.0	44.0	5.0	34.0	10.0	45.0
Max Q Clear Time (g_c+I1), s	16.4	17.2	8.2	31.1	4.6	21.1	9.6	39.6
Green Ext Time (p_c), s	0.3	1.6	0.2	10.0	0.0	4.4	0.0	4.5

Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	388	892	316	440	600	266	272	1109	398	495	1069	155
Future Volume (veh/h)	388	892	316	440	600	266	272	1109	398	495	1069	155
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	446	1025	363	506	690	306	313	1275	457	569	1229	178
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	521	1315	408	567	1383	429	374	1407	607	629	1675	241
Arrive On Green	0.16	0.27	0.27	0.17	0.28	0.28	0.11	0.23	0.23	0.19	0.30	0.30
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	3326	6192	1525	3326	5508	794
Grp Volume(v), veh/h	446	1025	363	506	690	306	313	1275	457	569	1035	372
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1663	1548	1525	1663	1548	1657
Q Serve(g_s), s	14.4	21.2	25.2	16.4	12.9	19.8	10.1	22.0	25.0	18.4	22.0	22.1
Cycle Q Clear(g_c), s	14.4	21.2	25.2	16.4	12.9	19.8	10.1	22.0	25.0	18.4	22.0	22.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.48
Lane Grp Cap(c), veh/h	521	1315	408	567	1383	429	374	1407	607	629	1413	504
V/C Ratio(X)	0.86	0.78	0.89	0.89	0.50	0.71	0.84	0.91	0.75	0.90	0.73	0.74
Avail Cap(c_a), veh/h	665	1315	408	605	1383	429	423	1407	607	665	1413	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.51	0.51	0.51	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.2	37.3	38.7	44.6	33.0	35.5	47.8	41.4	28.5	43.6	34.3	34.3
Incr Delay (d2), s/veh	7.0	3.6	19.8	8.5	0.7	5.1	12.5	10.0	8.4	15.4	3.4	9.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	8.9	11.5	7.4	5.2	7.9	4.8	9.3	11.5	8.9	8.6	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	40.9	58.5	53.2	33.7	40.6	60.4	51.3	36.9	59.0	37.7	43.6
LnGrp LOS	D	D	E	D	C	D	E	D	D	E	D	D
Approach Vol, veh/h		1834			1502			2045			1976	
Approach Delay, s/veh		47.1			41.7			49.5			44.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.7	33.4	16.4	37.5	21.2	35.0	24.8	29.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	27.0	14.0	33.0	22.0	25.0	22.0	25.0
Max Q Clear Time (g_c+I1), s	18.4	27.2	12.1	24.1	16.4	21.8	20.4	27.0
Green Ext Time (p_c), s	0.4	0.0	0.2	5.8	0.9	1.7	0.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	539	158	60	282	25	150	333	125	31	199	145
Future Volume (veh/h)	185	539	158	60	282	25	150	333	125	31	199	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	193	561	165	62	294	26	156	347	130	32	207	151
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	219	665	205	73	364	34	178	1006	371	44	1137	507
Arrive On Green	0.32	0.32	0.32	0.13	0.13	0.13	0.21	0.82	0.82	0.03	0.33	0.33
Sat Flow, veh/h	692	2105	650	548	2728	252	1714	2446	901	1714	3420	1525
Grp Volume(v), veh/h	492	0	427	201	0	181	156	241	236	32	207	151
Grp Sat Flow(s),veh/h/ln	1765	0	1683	1773	0	1755	1714	1710	1638	1714	1710	1525
Q Serve(g_s), s	37.0	0.0	32.6	15.5	0.0	14.0	12.3	4.9	5.0	2.6	6.0	10.3
Cycle Q Clear(g_c), s	37.0	0.0	32.6	15.5	0.0	14.0	12.3	4.9	5.0	2.6	6.0	10.3
Prop In Lane	0.39		0.39	0.31		0.14	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	557	0	531	236	0	234	178	703	673	44	1137	507
V/C Ratio(X)	0.88	0.00	0.80	0.85	0.00	0.78	0.87	0.34	0.35	0.73	0.18	0.30
Avail Cap(c_a), veh/h	668	0	637	304	0	301	294	703	673	86	1137	507
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.4	0.0	43.9	59.3	0.0	58.6	54.6	7.8	7.8	67.8	33.2	34.6
Incr Delay (d2), s/veh	11.7	0.0	6.2	16.2	0.0	9.2	12.4	1.1	1.2	21.0	0.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.0	0.0	14.5	8.0	0.0	6.8	5.4	1.7	1.7	1.4	2.6	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.1	0.0	50.1	75.5	0.0	67.8	66.9	8.8	8.9	88.7	33.5	36.1
LnGrp LOS	E	A	D	E	A	E	E	A	A	F	C	D
Approach Vol, veh/h		919			382			633			390	
Approach Delay, s/veh		53.9			71.8			23.2			39.1	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.6	61.6		48.2	18.6	50.6		22.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	40.0		53.0	24.0	23.0		24.0
Max Q Clear Time (g_c+I1), s	4.6	7.0		39.0	14.3	12.3		17.5
Green Ext Time (p_c), s	0.0	3.2		5.2	0.3	1.3		1.2

Intersection Summary		
HCM 6th Ctrl Delay	46.0	
HCM 6th LOS	D	



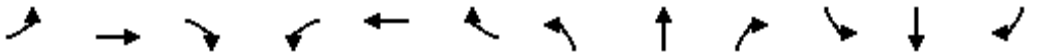
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	323	421	92	84	152	451	38	896	105	322	1055	102
Future Volume (veh/h)	323	421	92	84	152	451	38	896	105	322	1055	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	344	448	98	89	162	480	40	953	112	343	1122	109
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	328	805	175	309	342	305	60	891	105	324	1394	135
Arrive On Green	0.14	0.29	0.29	0.06	0.20	0.20	0.04	0.29	0.29	0.19	0.44	0.44
Sat Flow, veh/h	1714	2794	607	1714	1710	1525	1714	3083	362	1714	3149	306
Grp Volume(v), veh/h	344	273	273	89	162	480	40	529	536	343	609	622
Grp Sat Flow(s),veh/h/ln	1714	1710	1691	1714	1710	1525	1714	1710	1735	1714	1710	1745
Q Serve(g_s), s	13.0	12.2	12.3	3.7	7.5	18.0	2.1	26.0	26.0	17.0	27.7	27.8
Cycle Q Clear(g_c), s	13.0	12.2	12.3	3.7	7.5	18.0	2.1	26.0	26.0	17.0	27.7	27.8
Prop In Lane	1.00		0.36	1.00		1.00	1.00		0.21	1.00		0.18
Lane Grp Cap(c), veh/h	328	493	487	309	342	305	60	494	501	324	757	772
V/C Ratio(X)	1.05	0.55	0.56	0.29	0.47	1.57	0.66	1.07	1.07	1.06	0.80	0.81
Avail Cap(c_a), veh/h	328	493	487	326	342	305	95	494	501	324	757	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.0	27.1	27.2	26.4	31.8	36.0	42.9	32.0	32.0	36.5	21.7	21.7
Incr Delay (d2), s/veh	63.4	1.4	1.5	0.5	1.0	273.3	11.9	60.5	60.3	66.5	8.9	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	5.0	5.1	1.5	3.2	29.7	1.1	18.6	18.9	12.9	12.3	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.4	28.5	28.6	26.9	32.8	309.3	54.8	92.5	92.3	103.0	30.6	30.5
LnGrp LOS	F	C	C	C	C	F	D	F	F	F	C	C
Approach Vol, veh/h		890			731			1105			1574	
Approach Delay, s/veh		51.7			213.6			91.1			46.3	
Approach LOS		D			F			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	30.0	9.1	29.9	7.2	43.8	17.0	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	26.0	6.0	25.0	5.0	38.0	13.0	18.0
Max Q Clear Time (g_c+I1), s	19.0	28.0	5.7	14.3	4.1	29.8	15.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.5	0.0	4.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	87.4
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
Int.1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	593	436	83	119	1517	234	96	71	93	240	220	873
Future Volume (veh/h)	593	436	83	119	1517	234	96	71	93	240	220	873
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	682	501	95	137	1744	269	110	82	107	276	253	1003
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	635	2328	723	193	1675	520	135	575	257	265	439	744
Arrive On Green	0.19	0.47	0.47	0.12	0.68	0.68	0.08	0.17	0.17	0.15	0.24	0.24
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	1714	3420	1525	1714	1800	3051
Grp Volume(v), veh/h	682	501	95	137	1744	269	110	82	107	276	253	1003
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1714	1710	1525	1714	1800	1525
Q Serve(g_s), s	21.0	6.6	3.8	4.4	37.5	9.5	6.9	2.2	6.9	17.0	13.6	26.8
Cycle Q Clear(g_c), s	21.0	6.6	3.8	4.4	37.5	9.5	6.9	2.2	6.9	17.0	13.6	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	635	2328	723	193	1675	520	135	575	257	265	439	744
V/C Ratio(X)	1.07	0.22	0.13	0.71	1.04	0.52	0.81	0.14	0.42	1.04	0.58	1.35
Avail Cap(c_a), veh/h	635	2328	723	302	1675	520	156	575	257	265	439	744
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.61	0.61	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	17.0	16.2	47.7	17.5	13.1	49.9	39.0	40.9	46.5	36.6	41.6
Incr Delay (d2), s/veh	54.3	0.2	0.3	2.9	29.0	2.2	24.5	0.5	4.9	66.6	5.4	165.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	2.3	1.4	1.7	9.7	2.8	3.9	1.0	2.9	12.1	6.6	27.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.8	17.1	16.6	50.7	46.5	15.3	74.3	39.5	45.9	113.1	42.0	206.8
LnGrp LOS	F	B	B	D	F	B	E	D	D	F	D	F
Approach Vol, veh/h		1278			2150			299			1532	
Approach Delay, s/veh		60.7			42.9			54.6			162.7	
Approach LOS		E			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	56.1	12.7	30.8	25.0	41.5	21.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	48.5	10.0	25.5	21.0	37.5	17.0	18.5
Max Q Clear Time (g_c+I1), s	6.4	8.6	8.9	28.8	23.0	39.5	19.0	8.9
Green Ext Time (p_c), s	0.1	3.4	0.0	0.0	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	82.8
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	502	78	47	635	97	121	22	67	590	73	1117
Future Volume (veh/h)	189	502	78	47	635	97	121	22	67	590	73	1117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	199	528	82	49	668	102	127	23	71	676	0	1176
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	695	1899	589	62	920	139	288	288	257	904	0	1442
Arrive On Green	0.42	0.77	0.77	0.04	0.21	0.21	0.17	0.17	0.17	0.26	0.00	0.26
Sat Flow, veh/h	3326	4914	1525	1714	4308	651	1714	1710	1525	3429	0	3051
Grp Volume(v), veh/h	199	528	82	49	506	264	127	23	71	676	0	1176
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1714	1638	1683	1714	1710	1525	1714	0	1525
Q Serve(g_s), s	4.4	3.4	1.5	3.1	15.8	16.1	7.3	1.2	4.5	19.9	0.0	13.4
Cycle Q Clear(g_c), s	4.4	3.4	1.5	3.1	15.8	16.1	7.3	1.2	4.5	19.9	0.0	13.4
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	695	1899	589	62	700	360	288	288	257	904	0	1442
V/C Ratio(X)	0.29	0.28	0.14	0.79	0.72	0.73	0.44	0.08	0.28	0.75	0.00	0.82
Avail Cap(c_a), veh/h	695	1899	589	156	700	360	288	288	257	904	0	1442
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.6	8.1	7.8	52.6	40.2	40.3	41.1	38.6	39.9	37.1	0.0	24.9
Incr Delay (d2), s/veh	0.2	0.3	0.4	19.3	6.4	12.5	4.8	0.5	2.7	5.6	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.1	0.5	1.6	6.6	7.5	3.5	0.6	1.9	9.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	8.4	8.3	71.9	46.6	52.8	45.9	39.1	42.6	42.8	0.0	30.1
LnGrp LOS	C	A	A	E	D	D	D	D	D	D	A	C
Approach Vol, veh/h		809			819			221			1852	
Approach Delay, s/veh		12.9			50.1			44.1			34.7	
Approach LOS		B			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	46.5		33.0	27.0	27.5		22.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	36.5		29.0	23.0	23.5		18.5
Max Q Clear Time (g_c+I1), s	5.1	5.4		21.9	6.4	18.1		9.3
Green Ext Time (p_c), s	0.0	3.5		4.6	0.5	2.0		0.6

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	726	142	23	650	149	42	14	8	50	12	93
Future Volume (veh/h)	275	726	142	23	650	149	42	14	8	50	12	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	299	789	154	25	707	162	46	15	9	54	13	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	334	2187	975	42	1878	425	320	240	144	135	47	208
Arrive On Green	0.19	0.64	0.64	0.02	0.47	0.47	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1714	3420	1525	1714	4006	907	1299	1054	632	402	205	916
Grp Volume(v), veh/h	299	789	154	25	577	292	46	0	24	168	0	0
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1714	1638	1637	1299	0	1686	1524	0	0
Q Serve(g_s), s	18.7	11.9	4.5	1.6	12.5	12.7	0.0	0.0	1.2	6.1	0.0	0.0
Cycle Q Clear(g_c), s	18.7	11.9	4.5	1.6	12.5	12.7	4.8	0.0	1.2	10.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.55	1.00		0.38	0.32		0.60
Lane Grp Cap(c), veh/h	334	2187	975	42	1535	767	320	0	383	390	0	0
V/C Ratio(X)	0.89	0.36	0.16	0.60	0.38	0.38	0.14	0.00	0.06	0.43	0.00	0.00
Avail Cap(c_a), veh/h	592	2187	975	187	1535	767	320	0	383	390	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.2	9.3	8.0	53.1	18.8	18.9	34.7	0.0	33.3	36.7	0.0	0.0
Incr Delay (d2), s/veh	8.7	0.5	0.3	13.1	0.7	1.4	0.9	0.0	0.3	3.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	3.7	1.3	0.8	4.4	4.7	1.1	0.0	0.5	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	9.8	8.3	66.2	19.5	20.3	35.6	0.0	33.6	40.2	0.0	0.0
LnGrp LOS	D	A	A	E	B	C	D	A	C	D	A	A
Approach Vol, veh/h		1242			894			70			168	
Approach Delay, s/veh		19.7			21.1			34.9			40.2	
Approach LOS		B			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	74.3		29.0	25.4	55.6		29.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	12.0	61.0		25.0	38.0	35.0		25.0
Max Q Clear Time (g_c+I1), s	3.6	13.9		12.3	20.7	14.7		6.8
Green Ext Time (p_c), s	0.0	5.9		0.7	0.7	4.9		0.2

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	459	141	23	724	41	8
Future Volume (veh/h)	459	141	23	724	41	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	499	153	25	787	45	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1964	876	44	2204	457	407
Arrive On Green	0.57	0.57	0.03	0.64	0.27	0.27
Sat Flow, veh/h	3510	1525	1714	3510	1714	1525
Grp Volume(v), veh/h	499	153	25	787	45	9
Grp Sat Flow(s),veh/h/ln	1710	1525	1714	1710	1714	1525
Q Serve(g_s), s	6.5	4.3	1.3	9.6	1.8	0.4
Cycle Q Clear(g_c), s	6.5	4.3	1.3	9.6	1.8	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1964	876	44	2204	457	407
V/C Ratio(X)	0.25	0.17	0.56	0.36	0.10	0.02
Avail Cap(c_a), veh/h	1964	876	305	2204	457	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.79	0.79	1.00	1.00
Uniform Delay (d), s/veh	9.6	9.1	43.3	7.4	24.9	24.3
Incr Delay (d2), s/veh	0.3	0.4	8.6	0.4	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.2	0.6	2.6	0.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.9	9.5	52.0	7.7	25.3	24.4
LnGrp LOS	A	A	D	A	C	C
Approach Vol, veh/h	652			812	54	
Approach Delay, s/veh	9.8			9.1	25.1	
Approach LOS	A			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.3	55.7				62.0	28.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	16.0	38.0				58.0	24.0
Max Q Clear Time (g_c+I1), s	3.3	8.5				11.6	3.8
Green Ext Time (p_c), s	0.0	3.4				5.3	0.1

Intersection Summary		
HCM 6th Ctrl Delay	10.0	
HCM 6th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	637	319	374	1560	100	197	268	95	79	435	287
Future Volume (veh/h)	87	637	319	374	1560	100	197	268	95	79	435	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	96	700	351	411	1714	110	216	295	104	87	478	315
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	372	1200	745	1087	2017	900	236	413	350	175	384	252
Arrive On Green	0.11	0.35	0.35	0.33	0.59	0.59	0.14	0.23	0.23	0.10	0.19	0.19
Sat Flow, veh/h	3326	3420	1525	3326	3420	1525	1714	1800	1525	1714	1978	1298
Grp Volume(v), veh/h	96	700	351	411	1714	110	216	295	104	87	413	380
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1525	1714	1800	1525	1714	1710	1566
Q Serve(g_s), s	3.2	20.0	9.3	11.4	49.4	3.8	14.9	18.1	4.7	5.8	23.3	23.3
Cycle Q Clear(g_c), s	3.2	20.0	9.3	11.4	49.4	3.8	14.9	18.1	4.7	5.8	23.3	23.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.83
Lane Grp Cap(c), veh/h	372	1200	745	1087	2017	900	236	413	350	175	332	304
V/C Ratio(X)	0.26	0.58	0.47	0.38	0.85	0.12	0.92	0.71	0.30	0.50	1.24	1.25
Avail Cap(c_a), veh/h	388	1200	745	1087	2017	900	236	413	350	207	332	304
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	48.7	31.8	16.5	31.0	20.2	10.9	51.1	42.6	18.8	50.9	48.3	48.4
Incr Delay (d2), s/veh	0.1	2.1	2.1	0.1	4.7	0.3	36.8	10.1	2.2	0.8	131.7	135.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	8.2	4.4	4.4	18.3	1.2	8.5	8.8	2.6	2.4	21.6	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	33.9	18.6	31.1	24.9	11.2	87.8	52.8	20.9	51.7	180.0	183.9
LnGrp LOS	D	C	B	C	C	B	F	D	C	D	F	F
Approach Vol, veh/h		1147			2235			615			880	
Approach Delay, s/veh		30.5			25.4			59.7			169.0	
Approach LOS		C			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	49.0	20.0	31.0	17.4	77.2	15.8	35.2
Change Period (Y+Rc), s	* 6.4	* 6.9	3.5	7.7	4.0	* 6.4	3.5	7.7
Max Green Setting (Gmax), s	* 16	* 42	16.5	23.3	14.0	* 45	14.5	25.3
Max Q Clear Time (g_c+I1), s	13.4	22.0	16.9	25.3	5.2	51.4	7.8	20.1
Green Ext Time (p_c), s	0.2	2.3	0.0	0.0	0.1	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	56.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	247	168	142	827	149	362	212	54	93	531	480
Future Volume (veh/h)	75	247	168	142	827	149	362	212	54	93	531	480
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1800	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	83	274	187	158	919	166	402	236	60	103	590	533
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	731	822	214	1234	223	406	935	512	125	744	395
Arrive On Green	0.04	0.41	0.41	0.06	0.43	0.43	0.13	0.27	0.27	0.08	0.22	0.22
Sat Flow, veh/h	3048	1800	1525	3429	2894	522	3048	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	83	274	187	158	543	542	402	236	60	103	590	533
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1714	1710	1706	1524	1710	1525	1619	1710	1525
Q Serve(g_s), s	3.2	12.8	7.7	5.4	32.0	32.0	15.8	6.5	3.3	7.5	19.6	26.1
Cycle Q Clear(g_c), s	3.2	12.8	7.7	5.4	32.0	32.0	15.8	6.5	3.3	7.5	19.6	26.1
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	731	822	214	730	728	406	935	512	125	744	395
V/C Ratio(X)	0.65	0.38	0.23	0.74	0.74	0.74	0.99	0.25	0.12	0.82	0.79	1.35
Avail Cap(c_a), veh/h	381	731	822	286	730	728	406	935	512	189	744	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.6	25.0	14.5	55.3	28.9	28.9	51.9	34.0	27.5	54.5	44.4	44.4
Incr Delay (d2), s/veh	5.6	1.5	0.6	6.7	6.8	6.8	41.7	0.6	0.5	15.9	5.4	172.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.5	2.6	2.5	13.6	13.6	8.1	2.6	1.2	3.5	8.4	30.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	26.5	15.2	62.0	35.7	35.7	93.6	34.7	28.0	70.4	49.8	217.1
LnGrp LOS	E	C	B	E	D	D	F	C	C	E	D	F
Approach Vol, veh/h		544			1243			698			1226	
Approach Delay, s/veh		28.0			39.0			68.0			124.3	
Approach LOS		C			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	55.5	20.0	33.0	9.0	58.0	13.3	39.7
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	4.0	* 6.8	4.0	6.9
Max Green Setting (Gmax), s	10.0	* 46	16.0	26.1	15.0	* 41	14.0	28.1
Max Q Clear Time (g_c+I1), s	7.4	14.8	17.8	28.1	5.2	34.0	9.5	8.5
Green Ext Time (p_c), s	0.1	1.1	0.0	0.0	0.1	2.5	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	71.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	325	0	138	1	450	180	66	798	2
Future Volume (veh/h)	1	0	2	325	0	138	1	450	180	66	798	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1	0	2	353	0	150	1	489	196	72	867	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	0	432	60	0	432	2	938	795	91	1031	874
Arrive On Green	0.28	0.00	0.28	0.28	0.00	0.28	0.00	0.52	0.52	0.05	0.57	0.57
Sat Flow, veh/h	0	0	1525	0	0	1525	1714	1800	1525	1714	1800	1525
Grp Volume(v), veh/h	1	0	2	353	0	150	1	489	196	72	867	2
Grp Sat Flow(s),veh/h/ln	0	0	1525	0	0	1525	1714	1800	1525	1714	1800	1525
Q Serve(g_s), s	0.0	0.0	0.1	0.0	0.0	9.4	0.1	21.4	8.5	5.0	47.6	0.1
Cycle Q Clear(g_c), s	34.0	0.0	0.1	34.0	0.0	9.4	0.1	21.4	8.5	5.0	47.6	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	0	432	60	0	432	2	938	795	91	1031	874
V/C Ratio(X)	0.02	0.00	0.00	5.88	0.00	0.35	0.43	0.52	0.25	0.79	0.84	0.00
Avail Cap(c_a), veh/h	60	0	432	60	0	432	71	938	795	143	1031	874
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.9	0.0	30.9	60.0	0.0	34.2	59.9	18.9	15.8	56.2	21.1	11.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2233.1	0.0	0.5	91.4	2.1	0.7	14.4	8.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	39.0	0.0	3.5	0.1	8.6	2.9	2.4	19.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.0	0.0	30.9	2293.1	0.0	34.7	151.3	21.0	16.5	70.5	29.4	11.0
LnGrp LOS	E	A	C	F	A	C	F	C	B	E	C	B
Approach Vol, veh/h		3			503			686			941	
Approach Delay, s/veh		40.6			1619.6			19.9			32.5	
Approach LOS		D			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.4	69.1		40.5	4.2	75.3		40.5
Change Period (Y+Rc), s	4.0	* 6.6		* 6.5	4.0	* 6.6		* 6.5
Max Green Setting (Gmax), s	10.0	* 61		* 32	5.0	* 66		* 34
Max Q Clear Time (g_c+I1), s	7.0	23.4		36.0	2.1	49.6		36.0
Green Ext Time (p_c), s	0.0	1.9		0.0	0.0	5.1		0.0

Intersection Summary	
HCM 6th Ctrl Delay	402.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	0	18	145	0	77	57	606	162	61	950	49
Future Volume (veh/h)	16	0	18	145	0	77	57	606	162	61	950	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	18	0	20	165	0	88	65	689	184	69	1080	56
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	483	0	430	249	0	221	82	946	253	88	1184	61
Arrive On Green	0.28	0.00	0.28	0.14	0.00	0.14	0.05	0.35	0.35	0.05	0.36	0.36
Sat Flow, veh/h	1714	0	1525	1714	0	1525	1714	2669	712	1714	3308	171
Grp Volume(v), veh/h	18	0	20	165	0	88	65	441	432	69	558	578
Grp Sat Flow(s),veh/h/ln	1714	0	1525	1714	0	1525	1714	1710	1672	1714	1710	1769
Q Serve(g_s), s	0.9	0.0	1.1	10.9	0.0	6.3	4.5	26.9	27.0	4.8	37.3	37.4
Cycle Q Clear(g_c), s	0.9	0.0	1.1	10.9	0.0	6.3	4.5	26.9	27.0	4.8	37.3	37.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		0.10
Lane Grp Cap(c), veh/h	483	0	430	249	0	221	82	606	593	88	612	633
V/C Ratio(X)	0.04	0.00	0.05	0.66	0.00	0.40	0.79	0.73	0.73	0.78	0.91	0.91
Avail Cap(c_a), veh/h	483	0	430	249	0	221	100	648	634	143	663	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	31.4	48.5	0.0	46.5	56.5	33.7	33.7	56.3	36.7	36.7
Incr Delay (d2), s/veh	0.1	0.0	0.2	13.2	0.0	5.3	28.5	3.8	3.9	27.0	16.3	15.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	5.5	0.0	2.6	2.5	11.1	10.8	2.6	17.2	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	31.6	61.7	0.0	51.8	85.0	37.5	37.6	83.2	53.0	52.7
LnGrp LOS	C	A	C	E	A	D	F	D	D	F	D	D
Approach Vol, veh/h		38			253			938			1205	
Approach Delay, s/veh		31.5			58.3			40.9			54.6	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	37.8	10.2	49.0	23.0	9.8	49.4
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	29.0	10.0	* 46	17.4	7.0	46.5
Max Q Clear Time (g_c+I1), s	3.1	6.8	29.0	12.9	6.5	39.4
Green Ext Time (p_c), s	0.2	0.1	4.4	0.4	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	49.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

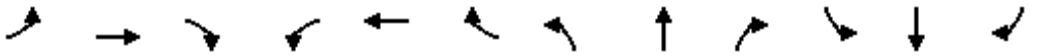
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	37	37	780	1085	21
Future Vol, veh/h	23	37	37	780	1085	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	39	39	830	1154	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1658	588	1176	0	-	0
Stage 1	1165	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	90	457	601	-	-	-
Stage 1	263	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	84	457	601	-	-	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	246	-	-	-	-	-
Stage 2	585	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.1	0.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	601	-	84	457	-	-
HCM Lane V/C Ratio	0.065	-	0.291	0.086	-	-
HCM Control Delay (s)	11.4	-	64.6	13.6	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	168	105	342	364	58	291	714	48	61	795	241
Future Volume (veh/h)	202	168	105	342	364	58	291	714	48	61	795	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	227	189	118	384	409	65	327	802	0	69	893	271
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	277	837	373	461	888	140	388	1083		222	912	407
Arrive On Green	0.03	0.08	0.08	0.14	0.30	0.30	0.12	0.32	0.00	0.07	0.27	0.27
Sat Flow, veh/h	3326	3420	1525	3326	2959	467	3326	3420	1525	3326	3420	1525
Grp Volume(v), veh/h	227	189	118	384	235	239	327	802	0	69	893	271
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1716	1663	1710	1525	1663	1710	1525
Q Serve(g_s), s	6.1	4.7	6.6	10.1	10.0	10.2	8.7	18.8	0.0	1.8	23.3	14.3
Cycle Q Clear(g_c), s	6.1	4.7	6.6	10.1	10.0	10.2	8.7	18.8	0.0	1.8	23.3	14.3
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	837	373	461	513	515	388	1083		222	912	407
V/C Ratio(X)	0.82	0.23	0.32	0.83	0.46	0.46	0.84	0.74		0.31	0.98	0.67
Avail Cap(c_a), veh/h	277	837	373	628	513	515	388	1083		222	912	407
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	33.4	34.3	37.8	25.6	25.6	38.9	27.4	0.0	40.0	32.8	29.4
Incr Delay (d2), s/veh	16.1	0.6	2.2	5.2	2.9	3.0	14.6	3.0	0.0	3.6	24.7	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	1.9	2.6	4.1	4.1	4.2	4.1	7.3	0.0	0.8	11.9	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	34.0	36.4	43.0	28.5	28.6	53.6	30.4	0.0	43.7	57.5	34.0
LnGrp LOS	E	C	D	D	C	C	D	C		D	E	C
Approach Vol, veh/h		534			858			1129	A		1233	
Approach Delay, s/veh		45.2			35.0			37.1			51.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	28.0	15.0	30.0	12.0	33.0	10.5	34.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	17.0	17.5	10.5	24.0	7.5	27.0	6.0	28.5
Max Q Clear Time (g_c+I1), s	12.1	8.6	10.7	25.3	8.1	12.2	3.8	20.8
Green Ext Time (p_c), s	0.3	1.0	0.0	0.0	0.0	2.5	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	44	69	165	47	55	259	1010	120	37	1054	113
Future Volume (veh/h)	9	44	69	165	47	55	259	1010	120	37	1054	113
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	10	48	0	179	51	0	282	1098	0	40	1146	123
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	21	178		252	395		353	3240		60	2651	284
Arrive On Green	0.01	0.05	0.00	0.08	0.12	0.00	0.21	1.00	0.00	0.04	0.59	0.59
Sat Flow, veh/h	1714	3420	1525	3326	3420	1525	3326	4914	1525	1714	4506	483
Grp Volume(v), veh/h	10	48	0	179	51	0	282	1098	0	40	833	436
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1663	1710	1525	1663	1638	1525	1714	1638	1713
Q Serve(g_s), s	0.5	1.2	0.0	4.7	1.2	0.0	7.2	0.0	0.0	2.1	12.6	12.6
Cycle Q Clear(g_c), s	0.5	1.2	0.0	4.7	1.2	0.0	7.2	0.0	0.0	2.1	12.6	12.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	21	178		252	395		353	3240		60	1927	1008
V/C Ratio(X)	0.47	0.27		0.71	0.13		0.80	0.34		0.66	0.43	0.43
Avail Cap(c_a), veh/h	190	707		370	707		480	3240		190	1927	1008
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.82	0.82	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	41.0	0.0	40.6	35.7	0.0	34.5	0.0	0.0	42.9	10.2	10.2
Incr Delay (d2), s/veh	15.6	0.8	0.0	3.7	0.1	0.0	5.5	0.2	0.0	11.9	0.7	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.0	2.0	0.5	0.0	2.8	0.1	0.0	1.0	3.8	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	41.8	0.0	44.3	35.9	0.0	40.0	0.2	0.0	54.8	10.9	11.6
LnGrp LOS	E	D		D	D		D	A		D	B	B
Approach Vol, veh/h		58	A		230	A		1380	A		1309	
Approach Delay, s/veh		44.9			42.4			8.4			12.5	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	63.3	10.8	8.7	13.6	57.0	5.1	14.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	35.4	10.0	18.6	13.0	32.4	10.0	18.6
Max Q Clear Time (g_c+I1), s	4.1	2.0	6.7	3.2	9.2	14.6	2.5	3.2
Green Ext Time (p_c), s	0.0	8.1	0.2	0.1	0.3	7.3	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	13.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	642	0	520	0	804	351	0	919	431
Future Volume (veh/h)	0	0	0	642	0	520	0	804	351	0	919	431
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1800	1800	1800	0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h				874	0	377	0	874	0	0	999	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1078	0	480	0	2041		0	2932	
Arrive On Green				0.31	0.00	0.31	0.00	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h				3429	0	1525	0	3510	1525	0	5076	1525
Grp Volume(v), veh/h				874	0	377	0	874	0	0	999	0
Grp Sat Flow(s),veh/h/ln				1714	0	1525	0	1710	1525	0	1638	1525
Q Serve(g_s), s				21.1	0.0	20.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				21.1	0.0	20.3	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1078	0	480	0	2041		0	2932	
V/C Ratio(X)				0.81	0.00	0.79	0.00	0.43		0.00	0.34	
Avail Cap(c_a), veh/h				1676	0	746	0	2041		0	2932	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.95	0.00	0.00	0.86	0.00
Uniform Delay (d), s/veh				28.4	0.0	28.1	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				1.7	0.0	3.0	0.0	0.6	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.8	0.0	7.7	0.0	0.2	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.1	0.0	31.1	0.0	0.6	0.0	0.0	0.3	0.0
LnGrp LOS				C	A	C	A	A		A	A	
Approach Vol, veh/h					1251			874	A		999	A
Approach Delay, s/veh					30.4			0.6			0.3	
Approach LOS					C			A			A	

Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	57.7		57.7		32.3	
Change Period (Y+Rc), s	4.0		4.0		4.0	
Max Green Setting (Gmax), s	38.0		38.0		44.0	
Max Q Clear Time (g_c+I1), s	2.0		2.0		23.1	
Green Ext Time (p_c), s	6.2		7.3		5.2	

Intersection Summary		
HCM 6th Ctrl Delay	12.4	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	288	0	725	0	856	391	0	1419	122	0	0
Future Volume (veh/h)	288	0	725	0	856	391	0	1419	122	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1800	1800	1800	0	1800	1800	0	1800	1800		
Adj Flow Rate, veh/h	313	313	788	0	930	0	0	1542	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	1330	1330	610	0	2512		0	1748			
Arrive On Green	0.40	0.40	0.40	0.00	0.51	0.00	0.00	1.00	0.00		
Sat Flow, veh/h	3326	3326	1525	0	5076	1525	0	3510	1525		
Grp Volume(v), veh/h	313	313	788	0	930	0	0	1542	0		
Grp Sat Flow(s),veh/h/ln	1663	1663	1525	0	1638	1525	0	1710	1525		
Q Serve(g_s), s	5.6	5.6	36.0	0.0	10.3	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	5.6	5.6	36.0	0.0	10.3	0.0	0.0	0.0	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	1330	1330	610	0	2512		0	1748			
V/C Ratio(X)	0.24	0.24	1.29	0.00	0.37		0.00	0.88			
Avail Cap(c_a), veh/h	1330	1330	610	0	2512		0	1748			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.87	0.00		
Uniform Delay (d), s/veh	17.9	17.9	27.0	0.0	13.3	0.0	0.0	0.0	0.0		
Incr Delay (d2), s/veh	0.1	0.1	143.1	0.0	0.4	0.0	0.0	6.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.1	2.1	36.8	0.0	3.3	0.0	0.0	1.5	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	18.0	18.0	170.1	0.0	13.7	0.0	0.0	6.0	0.0		
LnGrp LOS	B	B	F	A	B		A	A			
Approach Vol, veh/h	1101	1101			930	A		1542	A		
Approach Delay, s/veh	126.9	126.9			13.7			6.0			
Approach LOS	F	F			B			A			

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	50.0	40.0	50.0
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	46.0	36.0	46.0
Max Q Clear Time (g_c+I1), s	12.3	38.0	2.0
Green Ext Time (p_c), s	6.6	0.0	15.1

Intersection Summary	
HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	337	139	419	436	152	202	2154	585	112	1721	62
Future Volume (veh/h)	90	337	139	419	436	152	202	2154	585	112	1721	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	102	383	158	476	495	173	230	2448	0	127	1956	70
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	568	222	484	898	401	293	2457		151	2828	101
Arrive On Green	0.05	0.16	0.16	0.15	0.26	0.26	0.09	0.50	0.00	0.05	0.46	0.46
Sat Flow, veh/h	3326	3472	1359	3326	3420	1525	3326	4914	1525	3326	6183	221
Grp Volume(v), veh/h	102	360	181	476	495	173	230	2448	0	127	1469	557
Grp Sat Flow(s),veh/h/ln	1663	1638	1555	1663	1710	1525	1663	1638	1525	1663	1548	1760
Q Serve(g_s), s	3.3	11.4	12.1	15.7	13.7	10.4	7.5	54.6	0.0	4.2	27.6	27.6
Cycle Q Clear(g_c), s	3.3	11.4	12.1	15.7	13.7	10.4	7.5	54.6	0.0	4.2	27.6	27.6
Prop In Lane	1.00		0.87	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	155	536	255	484	898	401	293	2457		151	2124	805
V/C Ratio(X)	0.66	0.67	0.71	0.98	0.55	0.43	0.78	1.00		0.84	0.69	0.69
Avail Cap(c_a), veh/h	212	536	255	484	898	401	393	2457		151	2124	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	43.2	43.5	46.9	35.0	33.7	49.1	27.4	0.0	52.1	23.7	23.7
Incr Delay (d2), s/veh	4.7	6.6	15.5	28.7	1.6	2.2	7.3	17.3	0.0	32.3	1.9	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.1	5.7	8.4	5.9	4.1	3.4	24.1	0.0	2.4	10.2	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.3	49.8	59.0	75.5	36.5	35.9	56.4	44.7	0.0	84.4	25.6	28.5
LnGrp LOS	E	D	E	E	D	D	E	D		F	C	C
Approach Vol, veh/h		643			1144			2678	A		2153	
Approach Delay, s/veh		53.4			52.7			45.7			29.8	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	22.0	13.7	54.3	9.1	32.9	9.0	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	18.0	13.0	47.0	7.0	27.0	5.0	55.0
Max Q Clear Time (g_c+I1), s	17.7	14.1	9.5	29.6	5.3	15.7	6.2	56.6
Green Ext Time (p_c), s	0.0	1.3	0.3	12.8	0.0	3.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	410	170	364	987	445	314	901	123	397	1106	141
Future Volume (veh/h)	166	410	170	364	987	445	314	901	123	397	1106	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	195	482	200	428	1161	524	369	1060	145	467	1301	166
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	1477	459	501	1844	573	434	1491	597	540	1528	194
Arrive On Green	0.08	0.30	0.30	0.15	0.38	0.38	0.13	0.24	0.24	0.16	0.27	0.27
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	3326	6192	1525	3326	5603	712
Grp Volume(v), veh/h	195	482	200	428	1161	524	369	1060	145	467	1077	390
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1663	1548	1525	1663	1548	1672
Q Serve(g_s), s	6.3	8.4	11.6	13.8	21.3	36.0	11.9	17.3	7.0	15.0	24.2	24.3
Cycle Q Clear(g_c), s	6.3	8.4	11.6	13.8	21.3	36.0	11.9	17.3	7.0	15.0	24.2	24.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	253	1477	459	501	1844	573	434	1491	597	540	1267	456
V/C Ratio(X)	0.77	0.33	0.44	0.85	0.63	0.92	0.85	0.71	0.24	0.86	0.85	0.85
Avail Cap(c_a), veh/h	272	1477	459	635	1844	573	514	1491	597	665	1267	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	0.11	0.11	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	29.8	31.0	45.5	28.1	32.7	46.8	38.3	22.5	44.9	37.9	37.9
Incr Delay (d2), s/veh	9.9	0.5	2.4	1.1	0.2	3.4	11.2	2.9	1.0	9.7	7.3	18.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.4	4.6	5.7	8.2	13.5	5.6	6.8	2.7	6.9	9.9	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.8	30.3	33.4	46.7	28.3	36.1	58.0	41.2	23.5	54.6	45.2	56.1
LnGrp LOS	E	C	C	D	C	D	E	D	C	D	D	E
Approach Vol, veh/h		877			2113			1574			1934	
Approach Delay, s/veh		37.6			33.9			43.5			49.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.6	37.1	18.4	34.0	12.4	45.3	21.9	30.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	26.0	17.0	30.0	9.0	38.0	22.0	25.0
Max Q Clear Time (g_c+I1), s	15.8	13.6	13.9	26.3	8.3	38.0	17.0	19.3
Green Ext Time (p_c), s	0.8	3.2	0.4	2.8	0.0	0.0	0.8	3.5

Intersection Summary	
HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	277	114	73	447	68	164	354	133	104	361	160
Future Volume (veh/h)	88	277	114	73	447	68	164	354	133	104	361	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	95	298	123	78	481	73	176	381	143	112	388	172
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	109	354	153	90	578	92	201	1001	371	135	1270	566
Arrive On Green	0.18	0.18	0.18	0.22	0.22	0.22	0.12	0.41	0.41	0.08	0.37	0.37
Sat Flow, veh/h	606	1962	849	414	2665	424	1714	2443	904	1714	3420	1525
Grp Volume(v), veh/h	277	0	239	335	0	297	176	265	259	112	388	172
Grp Sat Flow(s),veh/h/ln	1770	0	1647	1779	0	1724	1714	1710	1637	1714	1710	1525
Q Serve(g_s), s	21.3	0.0	19.4	25.5	0.0	22.8	14.1	15.2	15.5	9.0	11.3	11.2
Cycle Q Clear(g_c), s	21.3	0.0	19.4	25.5	0.0	22.8	14.1	15.2	15.5	9.0	11.3	11.2
Prop In Lane	0.34		0.52	0.23		0.25	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	319	0	297	386	0	374	201	701	671	135	1270	566
V/C Ratio(X)	0.87	0.00	0.80	0.87	0.00	0.79	0.87	0.38	0.39	0.83	0.31	0.30
Avail Cap(c_a), veh/h	392	0	365	483	0	468	318	701	671	233	1270	566
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	0.0	55.0	52.9	0.0	51.9	60.8	28.8	29.0	63.6	31.2	31.2
Incr Delay (d2), s/veh	16.0	0.0	10.2	13.2	0.0	7.3	13.3	1.4	1.5	12.2	0.6	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.0	0.0	8.9	12.8	0.0	10.6	6.9	6.6	6.4	4.4	4.8	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	0.0	65.2	66.1	0.0	59.2	74.0	30.2	30.4	75.7	31.8	32.6
LnGrp LOS	E	A	E	E	A	E	E	C	C	E	C	C
Approach Vol, veh/h		516			632			700			672	
Approach Delay, s/veh		68.7			62.9			41.3			39.3	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	61.4		29.2	20.4	56.0		34.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	19.0	36.0		31.0	26.0	29.0		38.0
Max Q Clear Time (g_c+I1), s	11.0	17.5		23.3	16.1	13.3		27.5
Green Ext Time (p_c), s	0.1	3.1		1.9	0.3	2.8		2.9

Intersection Summary	
HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D



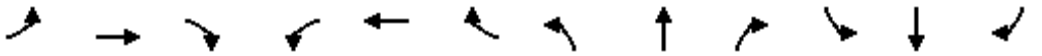
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	134	79	141	253	410	118	732	89	414	1234	495
Future Volume (veh/h)	107	134	79	141	253	410	118	732	89	414	1234	495
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	119	149	88	157	281	456	131	813	99	460	1371	550
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	175	423	236	333	342	305	95	887	108	476	1242	468
Arrive On Green	0.06	0.20	0.20	0.06	0.20	0.20	0.06	0.29	0.29	0.28	0.51	0.51
Sat Flow, veh/h	1714	2116	1181	1714	1710	1525	1714	3069	374	1714	2430	915
Grp Volume(v), veh/h	119	119	118	157	281	456	131	453	459	460	938	983
Grp Sat Flow(s),veh/h/ln	1714	1710	1587	1714	1710	1525	1714	1710	1733	1714	1710	1635
Q Serve(g_s), s	5.0	5.4	5.8	5.0	14.2	18.0	5.0	23.1	23.1	23.8	46.0	46.0
Cycle Q Clear(g_c), s	5.0	5.4	5.8	5.0	14.2	18.0	5.0	23.1	23.1	23.8	46.0	46.0
Prop In Lane	1.00		0.74	1.00		1.00	1.00		0.22	1.00		0.56
Lane Grp Cap(c), veh/h	175	342	317	333	342	305	95	494	501	476	874	836
V/C Ratio(X)	0.68	0.35	0.37	0.47	0.82	1.49	1.38	0.92	0.92	0.97	1.07	1.18
Avail Cap(c_a), veh/h	175	342	317	333	342	305	95	494	501	476	874	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	30.9	31.1	29.1	34.5	36.0	42.5	31.0	31.0	32.1	22.0	22.0
Incr Delay (d2), s/veh	10.1	0.6	0.7	1.0	14.8	239.2	221.7	24.4	24.1	32.5	52.2	91.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.2	2.2	0.7	7.2	26.8	8.0	12.5	12.7	13.8	29.3	37.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	31.6	31.8	30.1	49.2	275.2	264.2	55.3	55.1	64.6	74.2	113.5
LnGrp LOS	D	C	C	C	D	F	F	E	E	E	F	F
Approach Vol, veh/h		356			894			1043			2381	
Approach Delay, s/veh		34.0			161.1			81.5			88.6	
Approach LOS		C			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	30.0	9.0	22.0	9.0	50.0	9.0	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	26.0	5.0	18.0	5.0	46.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	25.8	25.1	7.0	7.8	7.0	48.0	7.0	20.0
Green Ext Time (p_c), s	0.0	0.5	0.0	0.9	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	96.7
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
Int.1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1156	1296	138	230	1323	519	158	308	353	135	309	601
Future Volume (veh/h)	1156	1296	138	230	1323	519	158	308	353	135	309	601
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1257	1409	150	250	1438	564	172	335	384	147	336	653
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1058	2462	764	314	1363	423	156	575	257	156	303	513
Arrive On Green	0.32	0.50	0.50	0.09	0.28	0.28	0.09	0.17	0.17	0.09	0.17	0.17
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	1714	3420	1525	1714	1800	3051
Grp Volume(v), veh/h	1257	1409	150	250	1438	564	172	335	384	147	336	653
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1714	1710	1525	1714	1800	1525
Q Serve(g_s), s	35.0	22.1	6.0	8.1	30.5	30.5	10.0	9.9	18.5	9.4	18.5	18.5
Cycle Q Clear(g_c), s	35.0	22.1	6.0	8.1	30.5	30.5	10.0	9.9	18.5	9.4	18.5	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1058	2462	764	314	1363	423	156	575	257	156	303	513
V/C Ratio(X)	1.19	0.57	0.20	0.80	1.06	1.33	1.10	0.58	1.50	0.94	1.11	1.27
Avail Cap(c_a), veh/h	1058	2462	764	423	1363	423	156	575	257	156	303	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.23	0.23	0.23	0.36	0.36	0.36	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	19.2	15.2	48.8	39.7	39.7	50.0	42.2	45.8	49.7	45.7	45.8
Incr Delay (d2), s/veh	87.0	0.2	0.1	2.8	32.0	156.0	102.6	4.3	243.0	55.3	84.6	137.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.8	7.4	2.1	3.3	15.4	29.6	8.7	4.5	24.3	6.4	15.3	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	124.5	19.4	15.3	51.6	71.7	195.7	152.6	46.5	288.8	105.0	130.3	183.1
LnGrp LOS	F	B	B	D	F	F	F	D	F	F	F	F
Approach Vol, veh/h		2816			2252			891			1136	
Approach Delay, s/veh		66.1			100.5			171.4			157.4	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	59.1	14.0	22.5	39.0	34.5	14.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	51.5	10.0	18.5	35.0	30.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	10.1	24.1	12.0	20.5	37.0	32.5	11.4	20.5
Green Ext Time (p_c), s	0.3	11.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	104.9
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	845	831	98	78	1049	247	126	76	59	233	71	917
Future Volume (veh/h)	845	831	98	78	1049	247	126	76	59	233	71	917
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	880	866	102	81	1093	257	131	79	61	158	192	955
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	816	2253	699	102	1084	255	288	322	227	288	303	1262
Arrive On Green	0.41	0.77	0.77	0.06	0.27	0.27	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	3326	4914	1525	1714	3974	934	1714	1917	1350	1714	1800	3051
Grp Volume(v), veh/h	880	866	102	81	901	449	131	70	70	158	192	955
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1714	1638	1632	1714	1710	1557	1714	1800	1525
Q Serve(g_s), s	27.0	6.4	1.9	5.1	30.0	30.0	7.6	3.9	4.3	9.3	10.9	18.5
Cycle Q Clear(g_c), s	27.0	6.4	1.9	5.1	30.0	30.0	7.6	3.9	4.3	9.3	10.9	18.5
Prop In Lane	1.00		1.00	1.00		0.57	1.00		0.87	1.00		1.00
Lane Grp Cap(c), veh/h	816	2253	699	102	893	445	288	288	262	288	303	1262
V/C Ratio(X)	1.08	0.38	0.15	0.79	1.01	1.01	0.45	0.24	0.27	0.55	0.63	0.76
Avail Cap(c_a), veh/h	816	2253	699	156	893	445	288	288	262	288	303	1262
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	7.7	7.2	51.0	40.0	40.0	41.2	39.7	39.9	41.9	42.6	27.5
Incr Delay (d2), s/veh	49.9	0.3	0.3	14.4	32.2	44.9	5.1	2.0	2.5	7.3	9.7	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.5	1.8	0.6	2.5	15.2	16.7	3.6	1.8	1.8	4.5	5.7	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.4	8.1	7.5	65.4	72.2	84.9	46.3	41.7	42.4	49.2	52.3	31.8
LnGrp LOS	F	A	A	E	F	F	D	D	D	D	D	C
Approach Vol, veh/h		1848			1431			271			1305	
Approach Delay, s/veh		43.4			75.8			44.1			36.9	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.6	54.4		22.5	31.0	34.0		22.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	47.0		18.5	27.0	30.0		18.5
Max Q Clear Time (g_c+I1), s	7.1	8.4		20.5	29.0	32.0		9.6
Green Ext Time (p_c), s	0.0	6.3		0.0	0.0	0.0		0.7

Intersection Summary		
HCM 6th Ctrl Delay		51.3
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1026	31	2	1088	95	108	20	7	153	15	192
Future Volume (veh/h)	51	1026	31	2	1088	95	108	20	7	153	15	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	55	1115	34	2	1183	103	117	22	8	166	16	209
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	1794	800	5	2239	195	403	458	167	265	33	289
Arrive On Green	0.04	0.52	0.52	0.00	0.49	0.49	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1714	3420	1525	1714	4603	401	1174	1260	458	602	90	794
Grp Volume(v), veh/h	55	1115	34	2	842	444	117	0	30	391	0	0
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1714	1638	1728	1174	0	1718	1486	0	0
Q Serve(g_s), s	3.5	25.3	1.2	0.1	19.5	19.6	0.0	0.0	1.2	23.2	0.0	0.0
Cycle Q Clear(g_c), s	3.5	25.3	1.2	0.1	19.5	19.6	12.3	0.0	1.2	24.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.27	0.42		0.53
Lane Grp Cap(c), veh/h	70	1794	800	5	1593	840	403	0	625	587	0	0
V/C Ratio(X)	0.79	0.62	0.04	0.43	0.53	0.53	0.29	0.00	0.05	0.67	0.00	0.00
Avail Cap(c_a), veh/h	156	1794	800	156	1593	840	403	0	625	587	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.3	18.4	12.7	54.8	19.5	19.5	26.2	0.0	22.7	30.1	0.0	0.0
Incr Delay (d2), s/veh	17.2	1.6	0.1	53.2	1.3	2.4	1.8	0.0	0.1	5.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	9.1	0.4	0.1	6.9	7.5	2.5	0.0	0.5	9.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	20.1	12.8	108.0	20.8	21.9	28.0	0.0	22.8	36.0	0.0	0.0
LnGrp LOS	E	C	B	F	C	C	C	A	C	D	A	A
Approach Vol, veh/h		1204			1288			147			391	
Approach Delay, s/veh		22.1			21.3			26.9			36.0	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.3	61.7		44.0	8.5	57.5		44.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	48.0		40.0	10.0	48.0		40.0
Max Q Clear Time (g_c+I1), s	2.1	27.3		26.9	5.5	21.6		14.3
Green Ext Time (p_c), s	0.0	7.2		2.2	0.0	8.5		0.6

Intersection Summary		
HCM 6th Ctrl Delay		23.8
HCM 6th LOS		C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1090	31	2	867	107	7
Future Volume (veh/h)	1090	31	2	867	107	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1185	34	2	942	116	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2157	962	5	2318	400	356
Arrive On Green	0.63	0.63	0.00	0.68	0.23	0.23
Sat Flow, veh/h	3510	1525	1714	3510	1714	1525
Grp Volume(v), veh/h	1185	34	2	942	116	8
Grp Sat Flow(s),veh/h/ln	1710	1525	1714	1710	1714	1525
Q Serve(g_s), s	17.6	0.8	0.1	11.0	5.0	0.4
Cycle Q Clear(g_c), s	17.6	0.8	0.1	11.0	5.0	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2157	962	5	2318	400	356
V/C Ratio(X)	0.55	0.04	0.43	0.41	0.29	0.02
Avail Cap(c_a), veh/h	2157	962	190	2318	400	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.79	0.79	1.00	1.00
Uniform Delay (d), s/veh	9.4	6.3	44.8	6.4	28.4	26.6
Incr Delay (d2), s/veh	1.0	0.1	42.9	0.4	1.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.2	0.1	2.8	2.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.4	6.3	87.7	6.9	30.2	26.7
LnGrp LOS	B	A	F	A	C	C
Approach Vol, veh/h	1219			944	124	
Approach Delay, s/veh	10.3			7.0	30.0	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	4.2	60.8				65.0	25.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	10.0	47.0				61.0	21.0
Max Q Clear Time (g_c+I1), s	2.1	19.6				13.0	7.0
Green Ext Time (p_c), s	0.0	8.6				6.8	0.2

Intersection Summary		
HCM 6th Ctrl Delay	10.0	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	1192	254	155	895	83	355	388	267	75	259	195
Future Volume (veh/h)	302	1192	254	155	895	83	355	388	267	75	259	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	318	1255	267	163	942	87	374	408	281	79	273	205
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	368	1025	779	212	865	386	361	758	643	98	449	327
Arrive On Green	0.11	0.30	0.30	0.06	0.25	0.25	0.21	0.42	0.42	0.06	0.24	0.24
Sat Flow, veh/h	3326	3420	1525	3326	3420	1525	1714	1800	1525	1714	1890	1373
Grp Volume(v), veh/h	318	1255	267	163	942	87	374	408	281	79	246	232
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1525	1714	1800	1525	1714	1710	1553
Q Serve(g_s), s	13.2	42.0	2.7	6.8	35.4	6.3	29.5	23.7	18.3	6.4	17.9	18.7
Cycle Q Clear(g_c), s	13.2	42.0	2.7	6.8	35.4	6.3	29.5	23.7	18.3	6.4	17.9	18.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.88
Lane Grp Cap(c), veh/h	368	1025	779	212	865	386	361	758	643	98	407	369
V/C Ratio(X)	0.87	1.22	0.34	0.77	1.09	0.23	1.04	0.54	0.44	0.80	0.61	0.63
Avail Cap(c_a), veh/h	499	1025	779	499	865	386	361	758	643	202	407	369
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	61.2	49.0	8.0	64.5	52.3	41.4	55.3	30.3	28.7	65.2	47.5	47.8
Incr Delay (d2), s/veh	9.1	109.7	1.2	2.2	57.5	1.4	56.8	2.7	2.2	5.5	6.4	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	32.8	2.6	2.9	21.6	2.5	17.9	10.3	6.8	2.9	8.1	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.3	158.7	9.2	66.7	109.8	42.8	112.0	33.0	30.9	70.7	53.9	55.4
LnGrp LOS	E	F	A	E	F	D	F	C	C	E	D	E
Approach Vol, veh/h		1840			1192			1063			557	
Approach Delay, s/veh		121.7			99.0			60.3			56.9	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	48.9	37.2	41.0	19.5	42.3	11.5	66.7
Change Period (Y+Rc), s	4.0	* 6.9	7.7	* 7.7	4.0	* 6.9	3.5	7.7
Max Green Setting (Gmax), s	21.0	* 34	29.5	* 33	21.0	* 35	16.5	46.3
Max Q Clear Time (g_c+I1), s	19.8	44.0	31.5	20.7	15.2	37.4	8.4	25.7
Green Ext Time (p_c), s	0.2	0.0	0.0	1.3	0.3	0.0	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	94.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	373	670	425	61	441	211	155	606	121	166	342	114
Future Volume (veh/h)	373	670	425	61	441	211	155	606	121	166	342	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	377	677	429	62	445	213	157	612	122	168	345	115
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	431	883	841	111	894	424	209	721	371	190	893	590
Arrive On Green	0.13	0.49	0.49	0.03	0.40	0.40	0.06	0.21	0.21	0.11	0.26	0.26
Sat Flow, veh/h	3429	1800	1525	3429	2250	1068	3429	3420	1525	1714	3420	1525
Grp Volume(v), veh/h	377	677	429	62	337	321	157	612	122	168	345	115
Grp Sat Flow(s),veh/h/ln	1714	1800	1525	1714	1710	1608	1714	1710	1525	1714	1710	1525
Q Serve(g_s), s	15.1	43.0	24.6	2.5	20.7	21.0	6.3	24.1	9.2	13.5	11.6	7.0
Cycle Q Clear(g_c), s	15.1	43.0	24.6	2.5	20.7	21.0	6.3	24.1	9.2	13.5	11.6	7.0
Prop In Lane	1.00		1.00	1.00		0.66	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	431	883	841	111	679	639	209	721	371	190	893	590
V/C Ratio(X)	0.87	0.77	0.51	0.56	0.50	0.50	0.75	0.85	0.33	0.88	0.39	0.19
Avail Cap(c_a), veh/h	514	883	841	245	679	639	367	721	371	208	893	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.1	29.1	19.6	66.7	31.7	31.8	64.7	53.1	43.6	61.3	42.5	28.5
Incr Delay (d2), s/veh	13.6	6.3	2.2	4.3	2.6	2.8	5.4	12.0	2.4	31.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	19.0	8.5	1.1	8.7	8.4	2.8	11.1	3.6	7.3	4.8	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	35.4	21.8	71.0	34.3	34.6	70.1	65.1	45.9	92.4	42.6	28.5
LnGrp LOS	E	D	C	E	C	C	E	E	D	F	D	C
Approach Vol, veh/h		1483			720			891			628	
Approach Delay, s/veh		41.2			37.6			63.3			53.4	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	75.5	12.5	43.4	21.6	62.4	19.6	36.4
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	4.0	* 6.8	4.0	6.9
Max Green Setting (Gmax), s	10.0	* 62	15.0	31.5	21.0	* 51	17.0	29.5
Max Q Clear Time (g_c+I1), s	4.5	45.0	8.3	13.6	17.1	23.0	15.5	26.1
Green Ext Time (p_c), s	0.0	3.0	0.2	1.3	0.5	2.2	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	1	225	0	71	1	815	316	233	580	2
Future Volume (veh/h)	0	2	1	225	0	71	1	815	316	233	580	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	0	2	1	239	0	76	1	867	336	248	617	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	329	279	313	0	279	2	975	826	269	1255	1064
Arrive On Green	0.00	0.18	0.18	0.18	0.00	0.18	0.00	0.54	0.54	0.16	0.70	0.70
Sat Flow, veh/h	0	1800	1525	1429	0	1525	1714	1800	1525	1714	1800	1525
Grp Volume(v), veh/h	0	2	1	239	0	76	1	867	336	248	617	2
Grp Sat Flow(s),veh/h/ln	0	1800	1525	1429	0	1525	1714	1800	1525	1714	1800	1525
Q Serve(g_s), s	0.0	0.1	0.1	22.9	0.0	6.0	0.1	59.6	18.1	20.0	22.1	0.1
Cycle Q Clear(g_c), s	0.0	0.1	0.1	23.0	0.0	6.0	0.1	59.6	18.1	20.0	22.1	0.1
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	329	279	313	0	279	2	975	826	269	1255	1064
V/C Ratio(X)	0.00	0.01	0.00	0.76	0.00	0.27	0.43	0.89	0.41	0.92	0.49	0.00
Avail Cap(c_a), veh/h	0	347	294	353	0	321	129	975	826	276	1255	1064
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	46.8	46.8	56.2	0.0	49.2	69.9	28.4	18.9	58.1	9.8	6.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	8.5	0.0	0.5	91.9	12.0	1.5	33.7	1.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	8.9	0.0	2.3	0.1	26.4	6.3	10.9	7.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	46.8	46.8	64.8	0.0	49.7	161.7	40.4	20.4	91.8	11.1	6.4
LnGrp LOS	A	D	D	E	A	D	F	D	C	F	B	A
Approach Vol, veh/h		3			315			1204			867	
Approach Delay, s/veh		46.8			61.1			34.9			34.2	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.7	104.2		32.1	25.5	82.4		32.1
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		* 6.5
Max Green Setting (Gmax), s	10.5	* 86		* 27	22.5	* 74		* 30
Max Q Clear Time (g_c+I1), s	12.1	24.1		2.1	22.0	61.6		25.0
Green Ext Time (p_c), s	0.0	2.1		0.0	0.0	5.3		0.6

Intersection Summary	
HCM 6th Ctrl Delay	38.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	0	68	122	0	109	27	1003	50	139	741	25
Future Volume (veh/h)	59	0	68	122	0	109	27	1003	50	139	741	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	62	0	72	128	0	115	28	1056	53	146	780	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	482	0	429	213	0	190	41	1163	58	171	1443	48
Arrive On Green	0.28	0.00	0.28	0.12	0.00	0.12	0.02	0.35	0.35	0.10	0.43	0.43
Sat Flow, veh/h	1714	0	1525	1714	0	1525	1714	3314	166	1714	3377	113
Grp Volume(v), veh/h	62	0	72	128	0	115	28	545	564	146	395	411
Grp Sat Flow(s),veh/h/ln	1714	0	1525	1714	0	1525	1714	1710	1770	1714	1710	1780
Q Serve(g_s), s	3.8	0.0	5.0	9.9	0.0	10.0	2.3	42.5	42.5	11.7	24.1	24.1
Cycle Q Clear(g_c), s	3.8	0.0	5.0	9.9	0.0	10.0	2.3	42.5	42.5	11.7	24.1	24.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.06
Lane Grp Cap(c), veh/h	482	0	429	213	0	190	41	600	621	171	731	761
V/C Ratio(X)	0.13	0.00	0.17	0.60	0.00	0.61	0.69	0.91	0.91	0.85	0.54	0.54
Avail Cap(c_a), veh/h	482	0	429	213	0	190	73	678	702	233	812	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	0.0	38.0	58.0	0.0	58.1	67.8	43.3	43.3	62.0	29.8	29.8
Incr Delay (d2), s/veh	0.6	0.0	0.8	11.9	0.0	13.6	18.7	15.0	14.6	26.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.9	4.9	0.0	4.5	1.2	19.5	20.1	6.2	9.5	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	0.0	38.8	69.9	0.0	71.7	86.6	58.3	57.9	87.9	30.5	30.4
LnGrp LOS	D	A	D	E	A	E	F	E	E	F	C	C
Approach Vol, veh/h		134			243			1137			952	
Approach Delay, s/veh		38.5			70.7			58.8			39.3	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	43.3	18.0	55.6	23.0	7.3	66.3
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	30.0	19.0	* 56	17.4	6.0	66.5
Max Q Clear Time (g_c+I1), s	7.0	13.7	44.5	12.0	4.3	26.1
Green Ext Time (p_c), s	1.0	0.3	4.6	0.4	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	51.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

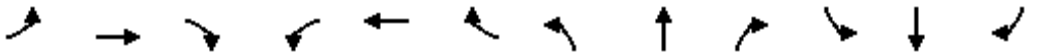
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	44	19	1093	863	31
Future Vol, veh/h	20	44	19	1093	863	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	45	20	1127	890	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1510	461	922	0	-	0
Stage 1	906	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	113	553	749	-	-	-
Stage 1	359	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	553	749	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	749	-	110	553	-	-
HCM Lane V/C Ratio	0.026	-	0.187	0.082	-	-
HCM Control Delay (s)	9.9	-	45.1	12.1	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	572	352	225	359	77	290	778	72	92	682	325
Future Volume (veh/h)	252	572	352	225	359	77	290	778	72	92	682	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	271	615	378	242	386	83	312	837	0	99	733	349
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	314	1050	468	311	858	183	380	1025		222	862	385
Arrive On Green	0.03	0.10	0.10	0.09	0.31	0.31	0.11	0.30	0.00	0.07	0.25	0.25
Sat Flow, veh/h	3326	3420	1525	3326	2805	597	3326	3420	1525	3326	3420	1525
Grp Volume(v), veh/h	271	615	378	242	234	235	312	837	0	99	733	349
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1692	1663	1710	1525	1663	1710	1525
Q Serve(g_s), s	7.3	15.5	21.8	6.4	9.9	10.1	8.3	20.4	0.0	2.6	18.4	20.0
Cycle Q Clear(g_c), s	7.3	15.5	21.8	6.4	9.9	10.1	8.3	20.4	0.0	2.6	18.4	20.0
Prop In Lane	1.00		1.00	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	1050	468	311	523	518	380	1025		222	862	385
V/C Ratio(X)	0.86	0.59	0.81	0.78	0.45	0.45	0.82	0.82		0.45	0.85	0.91
Avail Cap(c_a), veh/h	314	1050	468	336	523	518	388	1045		222	874	390
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	35.0	37.8	39.9	25.1	25.2	39.0	29.2	0.0	40.4	32.0	32.6
Incr Delay (d2), s/veh	17.6	2.0	11.9	9.0	2.7	2.9	12.2	5.3	0.0	6.4	8.2	24.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	7.2	10.3	2.8	4.0	4.1	3.8	8.2	0.0	1.2	7.9	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	37.0	49.7	48.9	27.9	28.0	51.1	34.6	0.0	46.8	40.2	57.3
LnGrp LOS	E	D	D	D	C	C	D	C		D	D	E
Approach Vol, veh/h		1264			711			1149	A		1181	
Approach Delay, s/veh		45.9			35.1			39.1			45.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	33.6	14.8	28.7	13.0	33.5	10.5	33.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	9.1	26.4	10.5	23.0	8.5	27.0	6.0	27.5
Max Q Clear Time (g_c+I1), s	8.4	23.8	10.3	22.0	9.3	12.1	4.6	22.4
Green Ext Time (p_c), s	0.0	1.4	0.0	0.7	0.0	2.4	0.0	2.7

Intersection Summary	
HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	82	338	194	90	55	117	1053	124	29	1173	20
Future Volume (veh/h)	54	82	338	194	90	55	117	1053	124	29	1173	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	59	89	0	211	98	0	127	1145	0	32	1275	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	75	190		284	332		192	3197		52	3102	54
Arrive On Green	0.04	0.06	0.00	0.09	0.10	0.00	0.12	1.00	0.00	0.03	0.62	0.62
Sat Flow, veh/h	1714	3420	1525	3326	3420	1525	3326	4914	1525	1714	4975	86
Grp Volume(v), veh/h	59	89	0	211	98	0	127	1145	0	32	840	457
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1663	1710	1525	1663	1638	1525	1714	1638	1785
Q Serve(g_s), s	3.1	2.3	0.0	5.6	2.4	0.0	3.3	0.0	0.0	1.7	11.7	11.7
Cycle Q Clear(g_c), s	3.1	2.3	0.0	5.6	2.4	0.0	3.3	0.0	0.0	1.7	11.7	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	75	190		284	332		192	3197		52	2043	1113
V/C Ratio(X)	0.79	0.47		0.74	0.29		0.66	0.36		0.61	0.41	0.41
Avail Cap(c_a), veh/h	190	836		370	836		370	3197		190	2043	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.91	0.91	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	41.2	0.0	40.2	37.8	0.0	39.0	0.0	0.0	43.1	8.6	8.6
Incr Delay (d2), s/veh	16.4	1.8	0.0	5.7	0.5	0.0	3.5	0.3	0.0	10.9	0.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.0	0.0	2.5	1.0	0.0	1.3	0.1	0.0	0.8	3.3	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	43.0	0.0	45.9	38.2	0.0	42.5	0.3	0.0	54.0	9.2	9.7
LnGrp LOS	E	D		D	D		D	A		D	A	A
Approach Vol, veh/h		148	A		309	A		1272	A		1329	
Approach Delay, s/veh		49.4			43.4			4.5			10.4	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	62.6	11.7	9.0	9.2	60.1	7.9	12.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	32.0	10.0	22.0	10.0	32.0	10.0	22.0
Max Q Clear Time (g_c+I1), s	13.7	2.0	7.6	4.3	5.3	13.7	5.1	4.4
Green Ext Time (p_c), s	0.0	8.4	0.2	0.4	0.1	7.5	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	13.2
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	329	0	393	0	871	620	0	1314	407
Future Volume (veh/h)	0	0	0	329	0	393	0	871	620	0	1314	407
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1800	1800	1800	0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h				471	0	256	0	889	0	0	1341	0
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				721	0	321	0	2397		0	3444	
Arrive On Green				0.21	0.00	0.21	0.00	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h				3429	0	1525	0	3510	1525	0	5076	1525
Grp Volume(v), veh/h				471	0	256	0	889	0	0	1341	0
Grp Sat Flow(s),veh/h/ln				1714	0	1525	0	1710	1525	0	1638	1525
Q Serve(g_s), s				11.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				11.3	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				721	0	321	0	2397		0	3444	
V/C Ratio(X)				0.65	0.00	0.80	0.00	0.37		0.00	0.39	
Avail Cap(c_a), veh/h				1295	0	576	0	2397		0	3444	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.92	0.00	0.00	0.74	0.00
Uniform Delay (d), s/veh				32.5	0.0	33.7	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				1.0	0.0	4.6	0.0	0.4	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.8	0.0	5.7	0.0	0.1	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.5	0.0	38.3	0.0	0.4	0.0	0.0	0.2	0.0
LnGrp LOS				C	A	D	A	A		A	A	
Approach Vol, veh/h					727			889	A		1341	A
Approach Delay, s/veh					35.2			0.4			0.2	
Approach LOS					D			A			A	

Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	67.1		67.1		22.9	
Change Period (Y+Rc), s	4.0		4.0		4.0	
Max Green Setting (Gmax), s	48.0		48.0		34.0	
Max Q Clear Time (g_c+I1), s	2.0		2.0		16.3	
Green Ext Time (p_c), s	6.5		11.4		2.6	

Intersection Summary		
HCM 6th Ctrl Delay	8.9	
HCM 6th LOS	A	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	254	0	404	0	1231	628	0	1239	402	0	0
Future Volume (veh/h)	254	0	404	0	1231	628	0	1239	402	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1800	1800	1800	0	1800	1800	0	1800	1800		
Adj Flow Rate, veh/h	262	262	416	0	1269	0	0	1277	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	1015	1015	465	0	2978		0	2072			
Arrive On Green	0.31	0.31	0.31	0.00	0.61	0.00	0.00	1.00	0.00		
Sat Flow, veh/h	3326	3326	1525	0	5076	1525	0	3510	1525		
Grp Volume(v), veh/h	262	262	416	0	1269	0	0	1277	0		
Grp Sat Flow(s),veh/h/ln	1663	1663	1525	0	1638	1525	0	1710	1525		
Q Serve(g_s), s	5.3	5.3	23.4	0.0	12.3	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	5.3	5.3	23.4	0.0	12.3	0.0	0.0	0.0	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	1015	1015	465	0	2978		0	2072			
V/C Ratio(X)	0.26	0.26	0.89	0.00	0.43		0.00	0.62			
Avail Cap(c_a), veh/h	1330	1330	610	0	2978		0	2072			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.90	0.00		
Uniform Delay (d), s/veh	23.6	23.6	29.9	0.0	9.4	0.0	0.0	0.0	0.0		
Incr Delay (d2), s/veh	0.1	0.1	12.8	0.0	0.4	0.0	0.0	1.2	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.1	2.1	10.1	0.0	3.6	0.0	0.0	0.4	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	23.7	23.7	42.7	0.0	9.9	0.0	0.0	1.2	0.0		
LnGrp LOS	C	C	D	A	A		A	A			
Approach Vol, veh/h	678	678			1269	A		1277	A		
Approach Delay, s/veh	35.4	35.4			9.9			1.2			
Approach LOS	D	D			A			A			

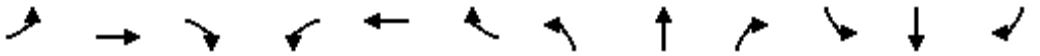
Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	58.5	31.5	58.5
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	46.0	36.0	46.0
Max Q Clear Time (g_c+I1), s	14.3	25.4	2.0
Green Ext Time (p_c), s	9.7	2.0	11.0

Intersection Summary	
HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	514	190	571	701	183	186	2112	670	245	2069	135
Future Volume (veh/h)	85	514	190	571	701	183	186	2112	670	245	2069	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	90	547	202	607	746	195	198	2247	0	261	2201	144
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	142	648	233	574	1067	476	255	2100		242	2532	165
Arrive On Green	0.04	0.18	0.18	0.17	0.31	0.31	0.08	0.43	0.00	0.07	0.42	0.42
Sat Flow, veh/h	3326	3566	1280	3326	3420	1525	3326	4914	1525	3326	5983	391
Grp Volume(v), veh/h	90	501	248	607	746	195	198	2247	0	261	1708	637
Grp Sat Flow(s),veh/h/ln	1663	1638	1570	1663	1710	1525	1663	1638	1525	1663	1548	1730
Q Serve(g_s), s	2.9	16.3	16.9	19.0	21.1	11.1	6.4	47.0	0.0	8.0	36.9	37.0
Cycle Q Clear(g_c), s	2.9	16.3	16.9	19.0	21.1	11.1	6.4	47.0	0.0	8.0	36.9	37.0
Prop In Lane	1.00		0.82	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	142	596	285	574	1067	476	255	2100		242	1965	732
V/C Ratio(X)	0.64	0.84	0.87	1.06	0.70	0.41	0.78	1.07		1.08	0.87	0.87
Avail Cap(c_a), veh/h	151	596	285	574	1067	476	272	2100		242	1965	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.53	0.53	0.53	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	43.5	43.7	45.5	33.3	29.8	49.8	31.5	0.0	51.0	28.9	29.0
Incr Delay (d2), s/veh	7.8	13.5	28.1	43.6	2.0	1.4	12.4	41.5	0.0	80.5	5.6	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.7	8.7	11.3	9.0	4.2	3.1	25.9	0.0	6.0	14.3	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	57.0	71.9	89.1	35.3	31.2	62.3	73.0	0.0	131.5	34.5	42.4
LnGrp LOS	E	E	E	F	D	C	E	F		F	C	D
Approach Vol, veh/h		839			1548			2445	A		2606	
Approach Delay, s/veh		61.6			55.9			72.2			46.1	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	24.0	12.4	50.6	8.7	38.3	12.0	51.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	20.0	9.0	46.0	5.0	34.0	8.0	47.0
Max Q Clear Time (g_c+I1), s	21.0	18.9	8.4	39.0	4.9	23.1	10.0	49.0
Green Ext Time (p_c), s	0.0	0.6	0.0	6.3	0.0	4.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	58.5
HCM 6th LOS	E

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	404	1040	373	462	765	458	355	1301	418	642	1211	163
Future Volume (veh/h)	404	1040	373	462	765	458	355	1301	418	642	1211	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	464	1195	429	531	879	526	408	1495	480	738	1392	187
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	521	1206	374	514	1195	371	465	1464	596	726	1752	235
Arrive On Green	0.16	0.25	0.25	0.15	0.24	0.24	0.14	0.24	0.24	0.22	0.31	0.31
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	3326	6192	1525	3326	5564	746
Grp Volume(v), veh/h	464	1195	429	531	879	526	408	1495	480	738	1161	418
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1663	1548	1525	1663	1548	1666
Q Serve(g_s), s	15.0	26.7	27.0	17.0	18.1	26.8	13.2	26.0	26.0	24.0	25.1	25.2
Cycle Q Clear(g_c), s	15.0	26.7	27.0	17.0	18.1	26.8	13.2	26.0	26.0	24.0	25.1	25.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	521	1206	374	514	1195	371	465	1464	596	726	1462	524
V/C Ratio(X)	0.89	0.99	1.15	1.03	0.74	1.42	0.88	1.02	0.80	1.02	0.79	0.80
Avail Cap(c_a), veh/h	544	1206	374	514	1195	371	484	1464	596	726	1462	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.11	0.11	0.11	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	41.4	41.5	46.5	38.4	41.6	46.4	42.0	29.8	43.0	34.4	34.5
Incr Delay (d2), s/veh	11.1	18.5	84.2	22.8	0.5	189.7	16.2	29.1	11.1	37.8	4.5	11.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	12.7	18.8	8.6	7.3	29.5	6.5	12.7	12.8	13.5	9.9	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	59.9	125.7	69.3	38.8	231.3	62.6	71.1	40.8	80.8	39.0	46.4
LnGrp LOS	E	E	F	F	D	F	E	F	D	F	D	D
Approach Vol, veh/h		2088			1936			2383			2317	
Approach Delay, s/veh		72.6			99.5			63.6			53.6	
Approach LOS		E			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	31.0	19.4	38.6	21.2	30.8	28.0	30.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	27.0	16.0	34.0	18.0	26.0	24.0	26.0
Max Q Clear Time (g_c+I1), s	19.0	29.0	15.2	27.2	17.0	28.8	26.0	28.0
Green Ext Time (p_c), s	0.0	0.0	0.1	5.0	0.2	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	71.1
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	567	168	62	299	26	161	367	131	32	223	157
Future Volume (veh/h)	198	567	168	62	299	26	161	367	131	32	223	157
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	206	591	175	65	311	27	168	382	136	33	232	164
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	231	692	215	77	388	35	196	911	320	48	959	428
Arrive On Green	0.33	0.33	0.33	0.14	0.14	0.14	0.11	0.37	0.37	0.03	0.28	0.28
Sat Flow, veh/h	699	2097	652	544	2736	248	1714	2481	872	1714	3420	1525
Grp Volume(v), veh/h	520	0	452	212	0	191	168	262	256	33	232	164
Grp Sat Flow(s),veh/h/ln	1765	0	1683	1773	0	1755	1714	1710	1643	1714	1710	1525
Q Serve(g_s), s	33.6	0.0	29.5	14.0	0.0	12.6	11.5	13.7	14.0	2.3	6.3	10.4
Cycle Q Clear(g_c), s	33.6	0.0	29.5	14.0	0.0	12.6	11.5	13.7	14.0	2.3	6.3	10.4
Prop In Lane	0.40		0.39	0.31		0.14	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	583	0	555	251	0	249	196	628	603	48	959	428
V/C Ratio(X)	0.89	0.00	0.81	0.84	0.00	0.77	0.86	0.42	0.42	0.69	0.24	0.38
Avail Cap(c_a), veh/h	647	0	617	310	0	307	300	628	603	86	959	428
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.74	0.74	0.74	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	36.8	50.2	0.0	49.6	52.2	28.4	28.5	57.8	33.3	34.8
Incr Delay (d2), s/veh	13.9	0.0	7.5	15.8	0.0	9.1	10.7	1.5	1.6	16.4	0.6	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.6	0.0	13.1	7.3	0.0	6.1	5.5	5.9	5.8	1.2	2.7	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	0.0	44.3	66.0	0.0	58.7	62.9	29.9	30.1	74.3	33.9	37.4
LnGrp LOS	D	A	D	E	A	E	E	C	C	E	C	D
Approach Vol, veh/h		972			403			686			429	
Approach Delay, s/veh		48.5			62.5			38.0			38.4	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.3	48.1		43.6	17.7	37.6		21.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	6.3	33.0		44.0	21.0	18.0		21.0
Max Q Clear Time (g_c+I1), s	4.3	16.0		35.6	13.5	12.4		16.0
Green Ext Time (p_c), s	0.0	2.9		4.0	0.2	1.0		1.0

Intersection Summary		
HCM 6th Ctrl Delay		46.1
HCM 6th LOS		D



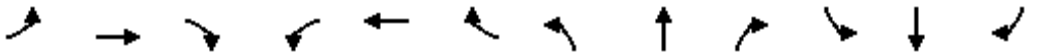
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	336	449	96	87	170	541	46	980	109	384	1116	143
Future Volume (veh/h)	336	449	96	87	170	541	46	980	109	384	1116	143
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	357	478	102	93	181	576	49	1043	116	409	1187	152
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	740	157	275	342	305	67	931	103	343	1406	179
Arrive On Green	0.12	0.26	0.26	0.06	0.20	0.20	0.04	0.30	0.30	0.20	0.46	0.46
Sat Flow, veh/h	1714	2807	596	1714	1710	1525	1714	3103	345	1714	3050	389
Grp Volume(v), veh/h	357	290	290	93	181	576	49	574	585	409	664	675
Grp Sat Flow(s),veh/h/ln	1714	1710	1693	1714	1710	1525	1714	1710	1738	1714	1710	1730
Q Serve(g_s), s	11.0	13.5	13.7	3.8	8.5	18.0	2.5	27.0	27.0	18.0	30.8	31.1
Cycle Q Clear(g_c), s	11.0	13.5	13.7	3.8	8.5	18.0	2.5	27.0	27.0	18.0	30.8	31.1
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.20	1.00		0.23
Lane Grp Cap(c), veh/h	290	451	447	275	342	305	67	513	521	343	788	797
V/C Ratio(X)	1.23	0.64	0.65	0.34	0.53	1.89	0.73	1.12	1.12	1.19	0.84	0.85
Avail Cap(c_a), veh/h	290	451	447	289	342	305	95	513	521	343	788	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	29.4	29.4	26.6	32.2	36.0	42.8	31.5	31.5	36.0	21.4	21.5
Incr Delay (d2), s/veh	131.2	3.1	3.3	0.7	1.5	411.8	15.2	76.9	77.1	112.0	10.6	10.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.2	5.8	5.8	1.6	3.6	41.4	1.4	21.7	22.0	18.0	13.8	14.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	157.7	32.5	32.7	27.3	33.7	447.8	58.0	108.4	108.6	148.0	32.0	32.3
LnGrp LOS	F	C	C	C	C	F	E	F	F	F	C	C
Approach Vol, veh/h		937			850			1208			1748	
Approach Delay, s/veh		80.3			313.6			106.5			59.2	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	31.0	9.3	27.7	7.5	45.5	15.0	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	27.0	6.0	23.0	5.0	40.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	10.0	29.0	5.8	15.7	4.5	33.1	13.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.0	4.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	121.0
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
Int.1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	593	474	83	119	1526	245	96	71	93	240	220	873
Future Volume (veh/h)	593	474	83	119	1526	245	96	71	93	240	220	873
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	682	545	95	137	1754	282	110	82	107	276	253	1003
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	635	2328	723	193	1675	520	135	575	257	265	439	744
Arrive On Green	0.19	0.47	0.47	0.12	0.68	0.68	0.08	0.17	0.17	0.15	0.24	0.24
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	1714	3420	1525	1714	1800	3051
Grp Volume(v), veh/h	682	545	95	137	1754	282	110	82	107	276	253	1003
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1714	1710	1525	1714	1800	1525
Q Serve(g_s), s	21.0	7.2	3.8	4.4	37.5	10.3	6.9	2.2	6.9	17.0	13.6	26.8
Cycle Q Clear(g_c), s	21.0	7.2	3.8	4.4	37.5	10.3	6.9	2.2	6.9	17.0	13.6	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	635	2328	723	193	1675	520	135	575	257	265	439	744
V/C Ratio(X)	1.07	0.23	0.13	0.71	1.05	0.54	0.81	0.14	0.42	1.04	0.58	1.35
Avail Cap(c_a), veh/h	635	2328	723	302	1675	520	156	575	257	265	439	744
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	17.1	16.2	47.7	17.5	13.2	49.9	39.0	40.9	46.5	36.6	41.6
Incr Delay (d2), s/veh	54.3	0.2	0.3	2.9	31.0	2.4	24.5	0.5	4.9	66.6	5.4	165.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	2.5	1.4	1.7	10.0	2.9	3.9	1.0	2.9	12.1	6.6	27.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.8	17.3	16.6	50.6	48.5	15.6	74.3	39.5	45.9	113.1	42.0	206.8
LnGrp LOS	F	B	B	D	F	B	E	D	D	F	D	F
Approach Vol, veh/h		1322			2173			299			1532	
Approach Delay, s/veh		59.3			44.3			54.6			162.7	
Approach LOS		E			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	56.1	12.7	30.8	25.0	41.5	21.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	48.5	10.0	25.5	21.0	37.5	17.0	18.5
Max Q Clear Time (g_c+I1), s	6.4	9.2	8.9	28.8	23.0	39.5	19.0	8.9
Green Ext Time (p_c), s	0.1	3.7	0.0	0.0	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	82.7
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	540	78	47	654	97	121	22	67	614	73	1117
Future Volume (veh/h)	189	540	78	47	654	97	121	22	67	614	73	1117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	199	568	82	49	688	102	127	23	71	701	0	1176
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	665	1854	576	62	924	136	288	288	257	935	0	1442
Arrive On Green	0.40	0.75	0.75	0.04	0.21	0.21	0.17	0.17	0.17	0.27	0.00	0.27
Sat Flow, veh/h	3326	4914	1525	1714	4327	635	1714	1710	1525	3429	0	3051
Grp Volume(v), veh/h	199	568	82	49	519	271	127	23	71	701	0	1176
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1714	1638	1686	1714	1710	1525	1714	0	1525
Q Serve(g_s), s	4.5	4.1	1.6	3.1	16.3	16.6	7.3	1.2	4.5	20.6	0.0	14.4
Cycle Q Clear(g_c), s	4.5	4.1	1.6	3.1	16.3	16.6	7.3	1.2	4.5	20.6	0.0	14.4
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	665	1854	576	62	700	360	288	288	257	935	0	1442
V/C Ratio(X)	0.30	0.31	0.14	0.79	0.74	0.75	0.44	0.08	0.28	0.75	0.00	0.82
Avail Cap(c_a), veh/h	665	1854	576	156	700	360	288	288	257	935	0	1442
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.7	8.9	8.6	52.6	40.4	40.5	41.1	38.6	39.9	36.6	0.0	24.9
Incr Delay (d2), s/veh	0.2	0.4	0.5	19.3	7.0	13.5	4.8	0.5	2.7	5.5	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.2	0.6	1.6	6.8	7.8	3.5	0.6	1.9	9.2	0.0	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.0	9.3	9.1	71.9	47.4	54.0	45.9	39.1	42.6	42.1	0.0	30.1
LnGrp LOS	C	A	A	E	D	D	D	D	D	D	A	C
Approach Vol, veh/h		849			839			221			1877	
Approach Delay, s/veh		13.6			51.0			44.1			34.6	
Approach LOS		B			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	45.5		34.0	26.0	27.5		22.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.0	35.5		30.0	22.0	23.5		18.5				
Max Q Clear Time (g_c+I1), s	5.1	6.1		22.6	6.5	18.6		9.3				
Green Ext Time (p_c), s	0.0	3.7		4.8	0.5	1.9		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	34.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	789	142	23	669	149	42	14	8	50	12	93
Future Volume (veh/h)	275	789	142	23	669	149	42	14	8	50	12	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	299	858	154	25	727	162	46	15	9	54	13	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	334	2187	975	42	1888	416	320	240	144	135	47	208
Arrive On Green	0.19	0.64	0.64	0.02	0.47	0.47	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1714	3420	1525	1714	4028	888	1299	1054	632	402	205	916
Grp Volume(v), veh/h	299	858	154	25	590	299	46	0	24	168	0	0
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1714	1638	1640	1299	0	1686	1524	0	0
Q Serve(g_s), s	18.7	13.3	4.5	1.6	12.8	13.0	0.0	0.0	1.2	6.1	0.0	0.0
Cycle Q Clear(g_c), s	18.7	13.3	4.5	1.6	12.8	13.0	4.8	0.0	1.2	10.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.54	1.00		0.38	0.32		0.60
Lane Grp Cap(c), veh/h	334	2187	975	42	1535	769	320	0	383	390	0	0
V/C Ratio(X)	0.89	0.39	0.16	0.60	0.38	0.39	0.14	0.00	0.06	0.43	0.00	0.00
Avail Cap(c_a), veh/h	592	2187	975	187	1535	769	320	0	383	390	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.2	9.5	8.0	53.1	18.9	19.0	34.7	0.0	33.3	36.7	0.0	0.0
Incr Delay (d2), s/veh	8.7	0.5	0.3	13.1	0.7	1.5	0.9	0.0	0.3	3.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	4.2	1.3	0.8	4.5	4.8	1.1	0.0	0.5	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	10.1	8.3	66.2	19.7	20.5	35.6	0.0	33.6	40.2	0.0	0.0
LnGrp LOS	D	B	A	E	B	C	D	A	C	D	A	A
Approach Vol, veh/h		1311			914			70			168	
Approach Delay, s/veh		19.4			21.2			34.9			40.2	
Approach LOS		B			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	74.3		29.0	25.4	55.6		29.0				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	12.0	61.0		25.0	38.0	35.0		25.0				
Max Q Clear Time (g_c+I1), s	3.6	15.3		12.3	20.7	15.0		6.8				
Green Ext Time (p_c), s	0.0	6.6		0.7	0.7	5.0		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	522	141	23	743	41	8
Future Volume (veh/h)	522	141	23	743	41	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	567	153	25	808	45	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1964	876	44	2204	457	407
Arrive On Green	0.57	0.57	0.03	0.64	0.27	0.27
Sat Flow, veh/h	3510	1525	1714	3510	1714	1525
Grp Volume(v), veh/h	567	153	25	808	45	9
Grp Sat Flow(s),veh/h/ln	1710	1525	1714	1710	1714	1525
Q Serve(g_s), s	7.6	4.3	1.3	9.9	1.8	0.4
Cycle Q Clear(g_c), s	7.6	4.3	1.3	9.9	1.8	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1964	876	44	2204	457	407
V/C Ratio(X)	0.29	0.17	0.56	0.37	0.10	0.02
Avail Cap(c_a), veh/h	1964	876	305	2204	457	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.76	0.76	1.00	1.00
Uniform Delay (d), s/veh	9.8	9.1	43.3	7.4	24.9	24.3
Incr Delay (d2), s/veh	0.4	0.4	8.3	0.4	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.2	0.6	2.7	0.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.2	9.5	51.7	7.8	25.3	24.4
LnGrp LOS	B	A	D	A	C	C
Approach Vol, veh/h	720			833	54	
Approach Delay, s/veh	10.0			9.1	25.1	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.3	55.7				62.0	28.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	16.0	38.0				58.0	24.0
Max Q Clear Time (g_c+I1), s	3.3	9.6				11.9	3.8
Green Ext Time (p_c), s	0.0	3.9				5.5	0.1

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	612	350	384	1551	100	206	277	97	79	473	287
Future Volume (veh/h)	87	612	350	384	1551	100	206	277	97	79	473	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	96	673	385	422	1704	110	226	304	107	87	520	315
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	146	1200	745	1155	2320	1035	236	482	409	109	398	240
Arrive On Green	0.04	0.35	0.35	0.35	0.68	0.68	0.14	0.27	0.27	0.02	0.06	0.06
Sat Flow, veh/h	3326	3420	1525	3326	3420	1525	1714	1800	1525	1714	2049	1238
Grp Volume(v), veh/h	96	673	385	422	1704	110	226	304	107	87	434	401
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1525	1714	1800	1525	1714	1710	1577
Q Serve(g_s), s	3.4	19.1	10.5	11.4	38.3	3.0	15.7	17.9	4.5	6.1	23.3	23.3
Cycle Q Clear(g_c), s	3.4	19.1	10.5	11.4	38.3	3.0	15.7	17.9	4.5	6.1	23.3	23.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.79
Lane Grp Cap(c), veh/h	146	1200	745	1155	2320	1035	236	482	409	109	332	306
V/C Ratio(X)	0.66	0.56	0.52	0.37	0.73	0.11	0.96	0.63	0.26	0.80	1.31	1.31
Avail Cap(c_a), veh/h	388	1200	745	1155	2320	1035	236	482	409	207	332	306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	56.5	31.5	18.2	29.3	12.4	6.7	51.4	38.7	16.2	58.0	56.2	56.2
Incr Delay (d2), s/veh	1.9	1.9	2.6	0.1	2.1	0.2	47.0	6.1	1.6	4.5	156.7	159.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	7.8	5.3	4.4	12.4	0.9	9.5	8.3	2.5	2.7	25.0	23.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	33.4	20.8	29.4	14.5	6.9	98.4	44.8	17.8	62.5	212.9	215.6
LnGrp LOS	E	C	C	C	B	A	F	D	B	E	F	F
Approach Vol, veh/h		1154			2236			637			922	
Approach Delay, s/veh		31.3			16.9			59.3			199.9	
Approach LOS		C			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	48.1	49.0	20.0	31.0	9.3	87.8	11.2	39.8
Change Period (Y+Rc), s	* 6.4	* 6.9	3.5	7.7	4.0	* 6.4	3.5	7.7
Max Green Setting (Gmax), s	* 16	* 42	16.5	23.3	14.0	* 45	14.5	25.3
Max Q Clear Time (g_c+I1), s	13.4	21.1	17.7	25.3	5.4	40.3	8.1	19.9
Green Ext Time (p_c), s	0.3	2.3	0.0	0.0	0.1	2.6	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	59.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	247	196	152	827	149	368	233	56	93	614	480
Future Volume (veh/h)	75	247	196	152	827	149	368	233	56	93	614	480
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1800	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	83	274	218	169	919	166	409	259	62	103	682	533
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	127	725	818	225	1235	223	406	935	517	125	744	395
Arrive On Green	0.04	0.40	0.40	0.07	0.43	0.43	0.13	0.27	0.27	0.08	0.22	0.22
Sat Flow, veh/h	3048	1800	1525	3429	2894	522	3048	3420	1525	1619	3420	1525
Grp Volume(v), veh/h	83	274	218	169	543	542	409	259	62	103	682	533
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1714	1710	1706	1524	1710	1525	1619	1710	1525
Q Serve(g_s), s	3.2	12.9	9.3	5.8	32.0	32.0	16.0	7.1	3.4	7.5	23.4	26.1
Cycle Q Clear(g_c), s	3.2	12.9	9.3	5.8	32.0	32.0	16.0	7.1	3.4	7.5	23.4	26.1
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	127	725	818	225	730	728	406	935	517	125	744	395
V/C Ratio(X)	0.65	0.38	0.27	0.75	0.74	0.74	1.01	0.28	0.12	0.82	0.92	1.35
Avail Cap(c_a), veh/h	356	725	818	286	730	728	406	935	517	189	744	395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	25.3	15.1	55.1	28.9	28.9	52.0	34.3	27.3	54.5	45.9	44.5
Incr Delay (d2), s/veh	5.6	1.5	0.8	8.1	6.8	6.8	46.3	0.7	0.5	15.9	15.9	172.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	5.5	3.1	2.7	13.6	13.5	8.4	2.9	1.2	3.5	11.0	30.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.2	26.8	15.9	63.1	35.7	35.7	98.3	35.0	27.8	70.4	61.8	217.2
LnGrp LOS	E	C	B	E	D	D	F	D	C	E	E	F
Approach Vol, veh/h		575			1254			730			1318	
Approach Delay, s/veh		27.8			39.4			69.8			125.3	
Approach LOS		C			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	55.1	20.0	33.0	9.0	58.0	13.3	39.7
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	4.0	* 6.8	4.0	6.9
Max Green Setting (Gmax), s	10.0	* 46	16.0	26.1	14.0	* 42	14.0	28.1
Max Q Clear Time (g_c+I1), s	7.8	14.9	18.0	28.1	5.2	34.0	9.5	9.1
Green Ext Time (p_c), s	0.1	1.2	0.0	0.0	0.1	2.7	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	72.6
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	353	0	138	1	480	186	66	919	2
Future Volume (veh/h)	1	0	2	353	0	138	1	480	186	66	919	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1	0	2	384	0	150	1	522	202	72	999	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	0	419	60	0	419	2	953	808	91	1046	886
Arrive On Green	0.28	0.00	0.28	0.28	0.00	0.28	0.00	0.53	0.53	0.05	0.58	0.58
Sat Flow, veh/h	0	0	1525	0	0	1525	1714	1800	1525	1714	1800	1525
Grp Volume(v), veh/h	1	0	2	384	0	150	1	522	202	72	999	2
Grp Sat Flow(s),veh/h/ln	0	0	1525	0	0	1525	1714	1800	1525	1714	1800	1525
Q Serve(g_s), s	0.0	0.0	0.1	0.0	0.0	9.5	0.1	23.1	8.6	5.0	62.7	0.1
Cycle Q Clear(g_c), s	33.0	0.0	0.1	33.0	0.0	9.5	0.1	23.1	8.6	5.0	62.7	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	0	419	60	0	419	2	953	808	91	1046	886
V/C Ratio(X)	0.02	0.00	0.00	6.40	0.00	0.36	0.43	0.55	0.25	0.79	0.96	0.00
Avail Cap(c_a), veh/h	60	0	419	60	0	419	71	953	808	143	1046	886
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.9	0.0	31.6	60.0	0.0	35.0	59.9	18.7	15.3	56.2	23.7	10.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	2465.0	0.0	0.5	91.4	2.3	0.7	14.4	18.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	42.9	0.0	3.5	0.1	9.2	2.9	2.4	27.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.0	0.0	31.6	2525.0	0.0	35.5	151.3	21.0	16.1	70.5	42.6	10.5
LnGrp LOS	E	A	C	F	A	D	F	C	B	E	D	B
Approach Vol, veh/h		3			534			725			1073	
Approach Delay, s/veh		41.0			1825.7			19.8			44.4	
Approach LOS		D			F			B			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.4	70.1		39.5	4.2	76.3		39.5
Change Period (Y+Rc), s	4.0	* 6.6		* 6.5	4.0	* 6.6		* 6.5
Max Green Setting (Gmax), s	10.0	* 62		* 31	5.0	* 67		* 33
Max Q Clear Time (g_c+I1), s	7.0	25.1		35.0	2.1	64.7		35.0
Green Ext Time (p_c), s	0.0	2.0		0.0	0.0	1.6		0.0

Intersection Summary		
HCM 6th Ctrl Delay	444.1	
HCM 6th LOS	F	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	0	18	200	0	113	57	606	374	210	950	49
Future Volume (veh/h)	16	0	18	200	0	113	57	606	374	210	950	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	18	0	20	227	0	128	65	689	425	239	1080	56
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1343	0	1195	277	0	247	82	703	433	186	1343	70
Arrive On Green	0.78	0.00	0.78	0.16	0.00	0.16	0.05	0.35	0.35	0.11	0.41	0.41
Sat Flow, veh/h	1714	0	1525	1714	0	1525	1714	2033	1251	1714	3308	171
Grp Volume(v), veh/h	18	0	20	227	0	128	65	579	535	239	558	578
Grp Sat Flow(s),veh/h/ln	1714	0	1525	1714	0	1525	1714	1710	1575	1714	1710	1769
Q Serve(g_s), s	0.3	0.0	0.3	15.4	0.0	9.2	4.5	40.2	40.4	13.0	34.5	34.6
Cycle Q Clear(g_c), s	0.3	0.0	0.3	15.4	0.0	9.2	4.5	40.2	40.4	13.0	34.5	34.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		0.10
Lane Grp Cap(c), veh/h	1343	0	1195	277	0	247	82	591	545	186	695	719
V/C Ratio(X)	0.01	0.00	0.02	0.82	0.00	0.52	0.79	0.98	0.98	1.29	0.80	0.80
Avail Cap(c_a), veh/h	1343	0	1195	277	0	247	100	591	545	186	695	719
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.8	0.0	2.9	48.6	0.0	46.0	56.5	38.8	38.9	53.5	31.4	31.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	22.9	0.0	7.6	28.5	31.7	33.8	163.5	6.8	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	8.1	0.0	3.9	2.5	20.8	19.5	13.8	14.4	14.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2.9	0.0	2.9	71.5	0.0	53.6	85.0	70.5	72.7	217.0	38.2	38.0
LnGrp LOS	A	A	A	E	A	D	F	E	E	F	D	D
Approach Vol, veh/h		38			355			1179			1375	
Approach Delay, s/veh		2.9			65.1			72.3			69.2	
Approach LOS		A			E			E			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	100.0	17.0	48.0	25.0	9.8	55.2
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	28.0	13.0	* 42	19.4	7.0	45.5
Max Q Clear Time (g_c+I1), s	2.3	15.0	42.4	17.4	6.5	36.6
Green Ext Time (p_c), s	0.2	0.0	0.0	0.3	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	69.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

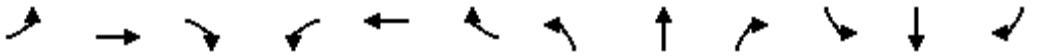
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	33	37	37	981	1138	23
Future Vol, veh/h	33	37	37	981	1138	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	35	39	39	1044	1211	24

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1823	618	1235	0	-	0
Stage 1	1223	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	70	437	571	-	-	-
Stage 1	245	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	65	437	571	-	-	-
Mov Cap-2 Maneuver	65	-	-	-	-	-
Stage 1	228	-	-	-	-	-
Stage 2	516	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	60.4	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	571	-	65	437	-	-
HCM Lane V/C Ratio	0.069	-	0.54	0.09	-	-
HCM Control Delay (s)	11.8	-	112.4	14.1	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	2.2	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	168	105	342	364	79	291	832	48	66	824	260
Future Volume (veh/h)	265	168	105	342	364	79	291	832	48	66	824	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	298	189	118	384	409	89	327	935	0	74	926	292
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	299	860	384	461	839	181	366	1060		222	912	407
Arrive On Green	0.03	0.08	0.08	0.14	0.30	0.30	0.11	0.31	0.00	0.07	0.27	0.27
Sat Flow, veh/h	3326	3420	1525	3326	2798	603	3326	3420	1525	3326	3420	1525
Grp Volume(v), veh/h	298	189	118	384	249	249	327	935	0	74	926	292
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1691	1663	1710	1525	1663	1710	1525
Q Serve(g_s), s	8.1	4.6	6.6	10.1	10.7	10.9	8.7	23.4	0.0	1.9	24.0	15.6
Cycle Q Clear(g_c), s	8.1	4.6	6.6	10.1	10.7	10.9	8.7	23.4	0.0	1.9	24.0	15.6
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	299	860	384	461	513	507	366	1060		222	912	407
V/C Ratio(X)	1.00	0.22	0.31	0.83	0.48	0.49	0.89	0.88		0.33	1.02	0.72
Avail Cap(c_a), veh/h	299	860	384	628	513	507	366	1060		222	912	407
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.6	33.0	33.9	37.8	25.8	25.9	39.5	29.5	0.0	40.1	33.0	29.9
Incr Delay (d2), s/veh	49.9	0.6	2.0	5.2	3.3	3.4	22.6	9.1	0.0	4.0	33.7	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	1.9	2.6	4.1	4.4	4.4	4.5	9.9	0.0	0.9	13.3	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	93.6	33.6	35.9	43.0	29.1	29.2	62.2	38.5	0.0	44.1	66.7	36.5
LnGrp LOS	F	C	D	D	C	C	E	D		D	F	D
Approach Vol, veh/h		605			882			1262	A		1292	
Approach Delay, s/veh		63.6			35.2			44.7			58.6	
Approach LOS		E			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	28.6	14.4	30.0	12.6	33.0	10.5	33.9
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	17.0	18.1	9.9	24.0	8.1	27.0	6.0	27.9
Max Q Clear Time (g_c+I1), s	12.1	8.6	10.7	26.0	10.1	12.9	3.9	25.4
Green Ext Time (p_c), s	0.3	1.1	0.0	0.0	0.0	2.6	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	44	69	165	47	55	259	1121	120	37	1081	115
Future Volume (veh/h)	16	44	69	165	47	55	259	1121	120	37	1081	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	17	48	0	179	51	0	282	1218	0	40	1175	125
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	33	180		252	373		353	3238		60	2651	282
Arrive On Green	0.02	0.05	0.00	0.08	0.11	0.00	0.21	1.00	0.00	0.04	0.59	0.59
Sat Flow, veh/h	1714	3420	1525	3326	3420	1525	3326	4914	1525	1714	4510	480
Grp Volume(v), veh/h	17	48	0	179	51	0	282	1218	0	40	853	447
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1663	1710	1525	1663	1638	1525	1714	1638	1714
Q Serve(g_s), s	0.9	1.2	0.0	4.7	1.2	0.0	7.2	0.0	0.0	2.1	13.1	13.1
Cycle Q Clear(g_c), s	0.9	1.2	0.0	4.7	1.2	0.0	7.2	0.0	0.0	2.1	13.1	13.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	33	180		252	373		353	3238		60	1925	1007
V/C Ratio(X)	0.52	0.27		0.71	0.14		0.80	0.38		0.66	0.44	0.44
Avail Cap(c_a), veh/h	190	707		370	707		480	3238		190	1925	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.78	0.78	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.7	41.0	0.0	40.6	36.3	0.0	34.5	0.0	0.0	42.9	10.3	10.3
Incr Delay (d2), s/veh	11.9	0.8	0.0	3.7	0.2	0.0	5.2	0.3	0.0	11.9	0.7	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.5	0.0	2.0	0.5	0.0	2.7	0.1	0.0	1.0	4.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.6	41.8	0.0	44.3	36.4	0.0	39.8	0.3	0.0	54.8	11.1	11.8
LnGrp LOS	E	D		D	D		D	A		D	B	B
Approach Vol, veh/h		65	A		230	A		1500	A		1340	
Approach Delay, s/veh		45.4			42.6			7.7			12.6	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.2	63.3	10.8	8.7	13.6	56.9	5.7	13.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	35.4	10.0	18.6	13.0	32.4	10.0	18.6
Max Q Clear Time (g_c+I1), s	4.1	2.0	6.7	3.2	9.2	15.1	2.9	3.2
Green Ext Time (p_c), s	0.0	9.3	0.2	0.1	0.3	7.4	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	642	0	542	0	893	351	0	932	445
Future Volume (veh/h)	0	0	0	642	0	542	0	893	351	0	932	445
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1800	1800	1800	0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h				881	0	393	0	971	0	0	1013	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1088	0	484	0	2031		0	2919	
Arrive On Green				0.32	0.00	0.32	0.00	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h				3429	0	1525	0	3510	1525	0	5076	1525
Grp Volume(v), veh/h				881	0	393	0	971	0	0	1013	0
Grp Sat Flow(s),veh/h/ln				1714	0	1525	0	1710	1525	0	1638	1525
Q Serve(g_s), s				21.3	0.0	21.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				21.3	0.0	21.3	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1088	0	484	0	2031		0	2919	
V/C Ratio(X)				0.81	0.00	0.81	0.00	0.48		0.00	0.35	
Avail Cap(c_a), veh/h				1638	0	729	0	2031		0	2919	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.93	0.00	0.00	0.85	0.00
Uniform Delay (d), s/veh				28.2	0.0	28.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				1.9	0.0	4.3	0.0	0.8	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.8	0.0	8.2	0.0	0.2	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				30.1	0.0	32.5	0.0	0.8	0.0	0.0	0.3	0.0
LnGrp LOS				C	A	C	A	A		A	A	
Approach Vol, veh/h					1274			971	A		1013	A
Approach Delay, s/veh					30.9			0.8			0.3	
Approach LOS					C			A			A	

Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	57.5		57.5		32.5	
Change Period (Y+Rc), s	4.0		4.0		4.0	
Max Green Setting (Gmax), s	39.0		39.0		43.0	
Max Q Clear Time (g_c+I1), s	2.0		2.0		23.3	
Green Ext Time (p_c), s	7.1		7.4		5.2	

Intersection Summary		
HCM 6th Ctrl Delay	12.4	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	342	0	725	0	891	391	0	1427	128	0	0
Future Volume (veh/h)	342	0	725	0	891	391	0	1427	128	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1800	1800	1800	0	1800	1800	0	1800	1800		
Adj Flow Rate, veh/h	372	372	788	0	968	0	0	1551	0		
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	1552	1552	712	0	2184		0	1520			
Arrive On Green	0.47	0.47	0.47	0.00	0.44	0.00	0.00	0.89	0.00		
Sat Flow, veh/h	3326	3326	1525	0	5076	1525	0	3510	1525		
Grp Volume(v), veh/h	372	372	788	0	968	0	0	1551	0		
Grp Sat Flow(s),veh/h/ln	1663	1663	1525	0	1638	1525	0	1710	1525		
Q Serve(g_s), s	6.0	6.0	42.0	0.0	12.3	0.0	0.0	40.0	0.0		
Cycle Q Clear(g_c), s	6.0	6.0	42.0	0.0	12.3	0.0	0.0	40.0	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	1552	1552	712	0	2184		0	1520			
V/C Ratio(X)	0.24	0.24	1.11	0.00	0.44		0.00	1.02			
Avail Cap(c_a), veh/h	1552	1552	712	0	2184		0	1520			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.86	0.00		
Uniform Delay (d), s/veh	14.4	14.4	24.0	0.0	17.3	0.0	0.0	5.0	0.0		
Incr Delay (d2), s/veh	0.1	0.1	66.9	0.0	0.7	0.0	0.0	26.7	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.2	2.2	27.5	0.0	4.2	0.0	0.0	7.3	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	14.5	14.5	90.9	0.0	18.0	0.0	0.0	31.7	0.0		
LnGrp LOS	B	B	F	A	B		A	F			
Approach Vol, veh/h	1160	1160			968	A		1551	A		
Approach Delay, s/veh	66.4	66.4			18.0			31.7			
Approach LOS	E	E			B			C			

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	44.0	46.0	44.0
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	40.0	42.0	40.0
Max Q Clear Time (g_c+I1), s	14.3	44.0	42.0
Green Ext Time (p_c), s	6.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	104	481	290	0	0	23
Future Vol, veh/h	104	481	290	0	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	113	523	315	0	0	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	315	0	-	0	803	158
Stage 1	-	-	-	-	315	-
Stage 2	-	-	-	-	488	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1257	-	-	-	*527	866
Stage 1	-	-	-	-	*719	-
Stage 2	-	-	-	-	*847	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1257	-	-	-	*460	866
Mov Cap-2 Maneuver	-	-	-	-	*460	-
Stage 1	-	-	-	-	*628	-
Stage 2	-	-	-	-	*847	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1257	-	-	-	866
HCM Lane V/C Ratio	0.09	-	-	-	0.029
HCM Control Delay (s)	8.1	0.4	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	104	376	266	0	0	23
Future Vol, veh/h	104	376	266	0	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	113	409	289	0	0	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	289	0	-	0	720	145
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	431	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1284	-	-	-	518	882
Stage 1	-	-	-	-	741	-
Stage 2	-	-	-	-	842	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1284	-	-	-	459	882
Mov Cap-2 Maneuver	-	-	-	-	459	-
Stage 1	-	-	-	-	657	-
Stage 2	-	-	-	-	842	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1284	-	-	-	882
HCM Lane V/C Ratio	0.088	-	-	-	0.028
HCM Control Delay (s)	8.1	0.3	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	87	289	247	0	0	20
Future Vol, veh/h	87	289	247	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	95	314	268	0	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	268	0	-	0	615	134
Stage 1	-	-	-	-	268	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1307	-	-	-	569	897
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1307	-	-	-	519	897
Mov Cap-2 Maneuver	-	-	-	-	519	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	880	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1307	-	-	-	897
HCM Lane V/C Ratio	0.072	-	-	-	0.024
HCM Control Delay (s)	8	0.2	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	254	239	0	0	8
Future Vol, veh/h	35	254	239	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	38	276	260	0	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	260	0	-	0	474	130
Stage 1	-	-	-	-	260	-
Stage 2	-	-	-	-	214	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1316	-	-	-	*658	902
Stage 1	-	-	-	-	*766	-
Stage 2	-	-	-	-	*946	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1316	-	-	-	*636	902
Mov Cap-2 Maneuver	-	-	-	-	*636	-
Stage 1	-	-	-	-	*740	-
Stage 2	-	-	-	-	*946	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1316	-	-	-	902
HCM Lane V/C Ratio	0.029	-	-	-	0.01
HCM Control Delay (s)	7.8	0.1	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

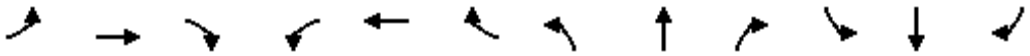
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	228	223	0	0	17
Future Vol, veh/h	30	228	223	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	33	248	242	0	0	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	242	0	-	0	432	121
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	190	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1336	-	-	-	*703	914
Stage 1	-	-	-	-	*782	-
Stage 2	-	-	-	-	*946	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1336	-	-	-	*682	914
Mov Cap-2 Maneuver	-	-	-	-	*682	-
Stage 1	-	-	-	-	*759	-
Stage 2	-	-	-	-	*946	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1336	-	-	-	914
HCM Lane V/C Ratio	0.024	-	-	-	0.02
HCM Control Delay (s)	7.8	0.1	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	361	139	420	441	153	202	2154	588	115	1721	62
Future Volume (veh/h)	90	361	139	420	441	153	202	2154	588	115	1721	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	102	410	158	477	501	174	230	2448	0	131	1956	70
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	579	213	484	898	401	293	2457		151	2828	101
Arrive On Green	0.05	0.16	0.16	0.15	0.26	0.26	0.09	0.50	0.00	0.05	0.46	0.46
Sat Flow, veh/h	3326	3539	1302	3326	3420	1525	3326	4914	1525	3326	6183	221
Grp Volume(v), veh/h	102	378	190	477	501	174	230	2448	0	131	1469	557
Grp Sat Flow(s),veh/h/ln	1663	1638	1566	1663	1710	1525	1663	1638	1525	1663	1548	1760
Q Serve(g_s), s	3.3	12.0	12.7	15.7	13.9	10.4	7.5	54.6	0.0	4.3	27.6	27.6
Cycle Q Clear(g_c), s	3.3	12.0	12.7	15.7	13.9	10.4	7.5	54.6	0.0	4.3	27.6	27.6
Prop In Lane	1.00		0.83	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	155	536	256	484	898	401	293	2457		151	2124	805
V/C Ratio(X)	0.66	0.71	0.74	0.99	0.56	0.43	0.78	1.00		0.87	0.69	0.69
Avail Cap(c_a), veh/h	212	536	256	484	898	401	393	2457		151	2124	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	43.5	43.8	46.9	35.0	33.8	49.1	27.4	0.0	52.2	23.7	23.7
Incr Delay (d2), s/veh	4.7	7.6	17.5	29.2	1.6	2.2	7.3	17.3	0.0	37.6	1.9	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.4	6.1	8.4	6.0	4.1	3.4	24.1	0.0	2.6	10.2	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.3	51.1	61.3	76.1	36.7	36.0	56.4	44.7	0.0	89.8	25.6	28.5
LnGrp LOS	E	D	E	E	D	D	E	D		F	C	C
Approach Vol, veh/h		670			1152			2678	A		2157	
Approach Delay, s/veh		54.8			52.9			45.7			30.2	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	22.0	13.7	54.3	9.1	32.9	9.0	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	18.0	13.0	47.0	7.0	27.0	5.0	55.0
Max Q Clear Time (g_c+I1), s	17.7	14.7	9.5	29.6	5.3	15.9	6.3	56.6
Green Ext Time (p_c), s	0.0	1.2	0.3	12.8	0.0	3.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.9
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	441	170	365	994	446	314	901	126	400	1106	141
Future Volume (veh/h)	166	441	170	365	994	446	314	901	126	400	1106	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	195	519	200	429	1169	525	369	1060	148	471	1301	166
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	1476	458	502	1844	573	434	1484	596	544	1528	194
Arrive On Green	0.08	0.30	0.30	0.15	0.38	0.38	0.13	0.24	0.24	0.16	0.27	0.27
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	3326	6192	1525	3326	5603	712
Grp Volume(v), veh/h	195	519	200	429	1169	525	369	1060	148	471	1077	390
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1663	1548	1525	1663	1548	1672
Q Serve(g_s), s	6.3	9.1	11.6	13.8	21.4	36.1	11.9	17.3	7.2	15.2	24.2	24.3
Cycle Q Clear(g_c), s	6.3	9.1	11.6	13.8	21.4	36.1	11.9	17.3	7.2	15.2	24.2	24.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	253	1476	458	502	1844	573	434	1484	596	544	1267	456
V/C Ratio(X)	0.77	0.35	0.44	0.85	0.63	0.92	0.85	0.71	0.25	0.87	0.85	0.85
Avail Cap(c_a), veh/h	272	1476	458	635	1844	573	514	1484	596	665	1267	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.10	0.10	0.10	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	30.1	31.0	45.5	28.2	32.7	46.8	38.4	22.6	44.8	37.9	37.9
Incr Delay (d2), s/veh	9.7	0.5	2.4	1.0	0.2	3.2	11.2	3.0	1.0	9.9	7.3	18.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.6	4.6	5.7	8.3	13.5	5.6	6.8	2.7	7.0	9.9	12.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	30.6	33.4	46.5	28.3	35.9	58.0	41.3	23.6	54.7	45.2	56.1
LnGrp LOS	E	C	C	D	C	D	E	D	C	D	D	E
Approach Vol, veh/h		914			2123			1577			1938	
Approach Delay, s/veh		37.4			33.9			43.6			49.7	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.6	37.0	18.4	34.0	12.4	45.3	22.0	30.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	26.0	17.0	30.0	9.0	38.0	22.0	25.0
Max Q Clear Time (g_c+I1), s	15.8	13.6	13.9	26.3	8.3	38.1	17.2	19.3
Green Ext Time (p_c), s	0.8	3.4	0.4	2.8	0.0	0.0	0.8	3.5

Intersection Summary	
HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	277	121	80	447	68	166	359	135	104	385	160
Future Volume (veh/h)	88	277	121	80	447	68	166	359	135	104	385	160
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	95	298	130	86	481	73	178	386	145	112	414	172
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	110	355	162	99	578	92	203	936	347	137	1180	526
Arrive On Green	0.18	0.18	0.18	0.22	0.22	0.22	0.24	0.77	0.77	0.08	0.34	0.34
Sat Flow, veh/h	597	1930	884	450	2633	419	1714	2442	905	1714	3420	1525
Grp Volume(v), veh/h	282	0	241	339	0	301	178	269	262	112	414	172
Grp Sat Flow(s),veh/h/ln	1770	0	1641	1777	0	1725	1714	1710	1637	1714	1710	1525
Q Serve(g_s), s	18.5	0.0	16.9	22.1	0.0	19.8	12.0	6.4	6.6	7.7	10.8	10.0
Cycle Q Clear(g_c), s	18.5	0.0	16.9	22.1	0.0	19.8	12.0	6.4	6.6	7.7	10.8	10.0
Prop In Lane	0.34		0.54	0.25		0.24	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	325	0	302	390	0	378	203	656	628	137	1180	526
V/C Ratio(X)	0.87	0.00	0.80	0.87	0.00	0.79	0.88	0.41	0.42	0.82	0.35	0.33
Avail Cap(c_a), veh/h	384	0	356	459	0	446	300	656	628	214	1180	526
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.5	0.0	46.9	45.2	0.0	44.3	44.9	9.4	9.4	54.3	29.3	29.0
Incr Delay (d2), s/veh	16.4	0.0	10.6	14.6	0.0	8.3	15.0	1.6	1.7	12.8	0.8	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	0.0	7.8	11.3	0.0	9.3	5.3	2.2	2.2	3.8	4.6	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	0.0	57.5	59.8	0.0	52.6	60.0	11.0	11.1	67.2	30.1	30.7
LnGrp LOS	E	A	E	E	A	D	E	B	B	E	C	C
Approach Vol, veh/h		523			640			709			698	
Approach Delay, s/veh		60.9			56.4			23.3			36.2	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.6	50.0		26.1	18.2	45.4		30.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	15.6	32.0		26.0	21.0	26.0		31.0
Max Q Clear Time (g_c+I1), s	10.7	8.6		20.5	14.0	12.8		24.1
Green Ext Time (p_c), s	0.1	3.4		1.5	0.3	2.8		2.2

Intersection Summary		
HCM 6th Ctrl Delay	42.7	
HCM 6th LOS	D	



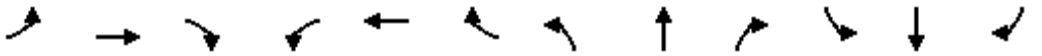
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	134	79	141	253	417	118	756	89	416	1239	496
Future Volume (veh/h)	110	134	79	141	253	417	118	756	89	416	1239	496
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	122	149	88	157	281	463	131	840	99	462	1377	551
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	175	423	236	333	342	305	95	890	105	476	1243	467
Arrive On Green	0.06	0.20	0.20	0.06	0.20	0.20	0.06	0.29	0.29	0.28	0.51	0.51
Sat Flow, veh/h	1714	2116	1181	1714	1710	1525	1714	3081	363	1714	2432	913
Grp Volume(v), veh/h	122	119	118	157	281	463	131	466	473	462	941	987
Grp Sat Flow(s),veh/h/ln	1714	1710	1587	1714	1710	1525	1714	1710	1735	1714	1710	1636
Q Serve(g_s), s	5.0	5.4	5.8	5.0	14.2	18.0	5.0	24.0	24.0	24.0	46.0	46.0
Cycle Q Clear(g_c), s	5.0	5.4	5.8	5.0	14.2	18.0	5.0	24.0	24.0	24.0	46.0	46.0
Prop In Lane	1.00		0.74	1.00		1.00	1.00		0.21	1.00		0.56
Lane Grp Cap(c), veh/h	175	342	317	333	342	305	95	494	501	476	874	836
V/C Ratio(X)	0.70	0.35	0.37	0.47	0.82	1.52	1.38	0.94	0.94	0.97	1.08	1.18
Avail Cap(c_a), veh/h	175	342	317	333	342	305	95	494	501	476	874	836
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.0	30.9	31.1	29.1	34.5	36.0	42.5	31.3	31.3	32.1	22.0	22.0
Incr Delay (d2), s/veh	11.4	0.6	0.7	1.0	14.8	249.1	221.7	28.6	28.4	33.5	53.3	93.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.2	2.2	0.7	7.2	27.6	8.0	13.5	13.6	14.0	29.6	37.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	31.6	31.8	30.1	49.2	285.1	264.2	59.9	59.7	65.7	75.3	115.5
LnGrp LOS	D	C	C	C	D	F	F	E	E	E	F	F
Approach Vol, veh/h		359			901			1070			2390	
Approach Delay, s/veh		34.6			167.1			84.8			90.0	
Approach LOS		C			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.0	30.0	9.0	22.0	9.0	50.0	9.0	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	26.0	5.0	18.0	5.0	46.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	26.0	26.0	7.0	7.8	7.0	48.0	7.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	99.3
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
Int.1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1156	1321	138	230	1363	544	158	308	353	135	309	601
Future Volume (veh/h)	1156	1321	138	230	1363	544	158	308	353	135	309	601
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1257	1436	150	250	1482	591	172	335	384	147	336	653
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1058	2470	767	309	1363	423	156	575	257	156	303	513
Arrive On Green	0.32	0.50	0.50	0.19	0.55	0.55	0.09	0.17	0.17	0.09	0.17	0.17
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	1714	3420	1525	1714	1800	3051
Grp Volume(v), veh/h	1257	1436	150	250	1482	591	172	335	384	147	336	653
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1714	1710	1525	1714	1800	1525
Q Serve(g_s), s	35.0	22.6	6.0	7.9	30.5	30.5	10.0	9.9	18.5	9.4	18.5	18.5
Cycle Q Clear(g_c), s	35.0	22.6	6.0	7.9	30.5	30.5	10.0	9.9	18.5	9.4	18.5	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1058	2470	767	309	1363	423	156	575	257	156	303	513
V/C Ratio(X)	1.19	0.58	0.20	0.81	1.09	1.40	1.10	0.58	1.50	0.94	1.11	1.27
Avail Cap(c_a), veh/h	1058	2470	767	423	1363	423	156	575	257	156	303	513
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.20	0.20	0.20	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	19.2	15.1	43.9	24.5	24.5	50.0	42.2	45.8	49.7	45.7	45.8
Incr Delay (d2), s/veh	86.6	0.2	0.1	2.8	44.3	183.6	102.6	4.3	243.0	55.3	84.6	137.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.8	7.6	2.1	3.0	11.7	29.0	8.7	4.5	24.3	6.4	15.3	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	124.1	19.4	15.2	46.7	68.8	208.1	152.6	46.5	288.8	105.0	130.3	183.1
LnGrp LOS	F	B	B	D	F	F	F	D	F	F	F	F
Approach Vol, veh/h		2843			2323			891			1136	
Approach Delay, s/veh		65.5			101.8			171.4			157.4	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	59.3	14.0	22.5	39.0	34.5	14.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	51.5	10.0	18.5	35.0	30.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	9.9	24.6	12.0	20.5	37.0	32.5	11.4	20.5
Green Ext Time (p_c), s	0.3	11.2	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	104.9
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	845	856	98	78	1114	247	126	76	59	252	71	917
Future Volume (veh/h)	845	856	98	78	1114	247	126	76	59	252	71	917
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	880	892	102	81	1160	257	131	79	61	168	206	955
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1184	2792	867	102	1094	242	288	322	227	290	304	1602
Arrive On Green	0.59	0.95	0.95	0.06	0.27	0.27	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	3326	4914	1525	1714	4024	891	1714	1917	1350	1714	1800	3051
Grp Volume(v), veh/h	880	892	102	81	944	473	131	70	70	168	206	955
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1714	1638	1640	1714	1710	1557	1714	1800	1525
Q Serve(g_s), s	21.2	1.5	0.4	5.1	29.9	29.9	7.6	3.9	4.3	9.9	11.8	0.0
Cycle Q Clear(g_c), s	21.2	1.5	0.4	5.1	29.9	29.9	7.6	3.9	4.3	9.9	11.8	0.0
Prop In Lane	1.00		1.00	1.00		0.54	1.00		0.87	1.00		1.00
Lane Grp Cap(c), veh/h	1184	2792	867	102	890	446	288	288	262	290	304	1602
V/C Ratio(X)	0.74	0.32	0.12	0.79	1.06	1.06	0.45	0.24	0.27	0.58	0.68	0.60
Avail Cap(c_a), veh/h	1184	2792	867	156	890	446	288	288	262	290	304	1602
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	1.3	1.2	51.0	40.0	40.1	41.2	39.7	39.9	42.1	42.9	18.1
Incr Delay (d2), s/veh	1.8	0.2	0.2	14.4	47.5	59.6	5.1	2.0	2.5	8.2	11.5	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.4	0.2	2.5	17.0	18.5	3.6	1.8	1.8	4.9	6.2	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	1.5	1.4	65.4	87.6	99.7	46.3	41.7	42.4	50.3	54.4	19.7
LnGrp LOS	C	A	A	E	F	F	D	D	D	D	D	B
Approach Vol, veh/h		1874			1498			271			1329	
Approach Delay, s/veh		10.4			90.2			44.1			28.9	
Approach LOS		B			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.6	69.0		22.6	45.7	33.9		22.5
Change Period (Y+Rc), s	4.0	6.5		4.0	6.5	* 4		4.0
Max Green Setting (Gmax), s	10.6	44.4		18.6	27.0	* 30		18.5
Max Q Clear Time (g_c+I1), s	7.1	3.5		13.8	23.2	31.9		9.6
Green Ext Time (p_c), s	0.0	6.6		2.7	1.3	0.0		0.7

Intersection Summary	
HCM 6th Ctrl Delay	41.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1070	31	2	1153	95	108	20	7	153	15	192
Future Volume (veh/h)	51	1070	31	2	1153	95	108	20	7	153	15	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	55	1163	34	2	1253	103	117	22	8	166	16	209
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	1825	814	5	2293	188	391	447	162	260	32	282
Arrive On Green	0.04	0.53	0.53	0.00	0.50	0.50	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1714	3420	1525	1714	4627	380	1174	1260	458	603	89	794
Grp Volume(v), veh/h	55	1163	34	2	887	469	117	0	30	391	0	0
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1714	1638	1732	1174	0	1718	1486	0	0
Q Serve(g_s), s	3.5	26.4	1.2	0.1	20.6	20.6	0.0	0.0	1.3	23.7	0.0	0.0
Cycle Q Clear(g_c), s	3.5	26.4	1.2	0.1	20.6	20.6	12.5	0.0	1.3	25.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.27	0.42		0.53
Lane Grp Cap(c), veh/h	70	1825	814	5	1623	858	391	0	609	573	0	0
V/C Ratio(X)	0.79	0.64	0.04	0.43	0.55	0.55	0.30	0.00	0.05	0.68	0.00	0.00
Avail Cap(c_a), veh/h	156	1825	814	156	1623	858	391	0	609	573	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.3	18.1	12.2	54.8	19.2	19.2	27.0	0.0	23.3	31.0	0.0	0.0
Incr Delay (d2), s/veh	17.2	1.7	0.1	53.2	1.3	2.5	2.0	0.0	0.2	6.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	9.4	0.4	0.1	7.2	7.9	2.6	0.0	0.5	10.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	19.8	12.3	108.0	20.5	21.7	28.9	0.0	23.5	37.4	0.0	0.0
LnGrp LOS	E	B	B	F	C	C	C	A	C	D	A	A
Approach Vol, veh/h		1252			1358			147			391	
Approach Delay, s/veh		21.8			21.1			27.8			37.4	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.3	62.7		43.0	8.5	58.5		43.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	49.0		39.0	10.0	49.0		39.0
Max Q Clear Time (g_c+I1), s	2.1	28.4		27.3	5.5	22.6		14.5
Green Ext Time (p_c), s	0.0	7.6		2.1	0.0	9.1		0.6

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1134	31	2	932	107	7
Future Volume (veh/h)	1134	31	2	932	107	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1233	34	2	1013	116	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2157	962	5	2318	400	356
Arrive On Green	0.63	0.63	0.00	0.68	0.23	0.23
Sat Flow, veh/h	3510	1525	1714	3510	1714	1525
Grp Volume(v), veh/h	1233	34	2	1013	116	8
Grp Sat Flow(s),veh/h/ln	1710	1525	1714	1710	1714	1525
Q Serve(g_s), s	18.7	0.8	0.1	12.2	5.0	0.4
Cycle Q Clear(g_c), s	18.7	0.8	0.1	12.2	5.0	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2157	962	5	2318	400	356
V/C Ratio(X)	0.57	0.04	0.43	0.44	0.29	0.02
Avail Cap(c_a), veh/h	2157	962	190	2318	400	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.73	0.73	1.00	1.00
Uniform Delay (d), s/veh	9.6	6.3	44.8	6.6	28.4	26.6
Incr Delay (d2), s/veh	1.1	0.1	40.0	0.4	1.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.2	0.1	3.1	2.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.7	6.3	84.8	7.1	30.2	26.7
LnGrp LOS	B	A	F	A	C	C
Approach Vol, veh/h	1267			1015	124	
Approach Delay, s/veh	10.6			7.2	30.0	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	4.2	60.8				65.0	25.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	10.0	47.0				61.0	21.0
Max Q Clear Time (g_c+I1), s	2.1	20.7				14.2	7.0
Green Ext Time (p_c), s	0.0	9.0				7.5	0.2

Intersection Summary		
HCM 6th Ctrl Delay	10.2	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	1192	275	162	895	83	387	428	278	75	284	195
Future Volume (veh/h)	302	1192	275	162	895	83	387	428	278	75	284	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	318	1255	289	171	942	87	407	451	293	79	299	205
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	368	1017	775	220	865	386	361	758	642	99	467	312
Arrive On Green	0.11	0.30	0.30	0.07	0.25	0.25	0.21	0.42	0.42	0.02	0.08	0.08
Sat Flow, veh/h	3326	3420	1525	3326	3420	1525	1714	1800	1525	1714	1964	1311
Grp Volume(v), veh/h	318	1255	289	171	942	87	407	451	293	79	259	245
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1525	1714	1800	1525	1714	1710	1564
Q Serve(g_s), s	13.2	41.6	3.1	7.1	35.4	6.3	29.5	27.1	19.3	6.4	20.6	21.3
Cycle Q Clear(g_c), s	13.2	41.6	3.1	7.1	35.4	6.3	29.5	27.1	19.3	6.4	20.6	21.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.84
Lane Grp Cap(c), veh/h	368	1017	775	220	865	386	361	758	642	99	407	372
V/C Ratio(X)	0.87	1.23	0.37	0.78	1.09	0.23	1.13	0.60	0.46	0.80	0.64	0.66
Avail Cap(c_a), veh/h	499	1017	775	499	865	386	361	758	642	202	407	372
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	61.2	49.2	8.2	64.3	52.3	41.4	55.3	31.3	29.1	67.9	58.7	59.0
Incr Delay (d2), s/veh	9.1	114.0	1.4	2.2	57.5	1.4	86.3	3.4	2.3	5.3	7.2	8.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	33.1	2.9	3.0	21.6	2.5	20.9	11.8	7.1	3.0	10.2	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.3	163.2	9.6	66.6	109.8	42.8	141.6	34.8	31.4	73.2	65.9	67.5
LnGrp LOS	E	F	A	E	F	D	F	C	C	E	E	E
Approach Vol, veh/h		1862			1200			1151			583	
Approach Delay, s/veh		123.5			98.8			71.7			67.6	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.3	48.5	37.2	41.0	19.5	42.3	11.6	66.6
Change Period (Y+Rc), s	4.0	* 6.9	7.7	* 7.7	4.0	* 6.9	3.5	7.7
Max Green Setting (Gmax), s	21.3	* 34	29.5	* 33	21.0	* 35	16.5	46.3
Max Q Clear Time (g_c+I1), s	19.1	43.6	31.5	23.3	15.2	37.4	8.4	29.1
Green Ext Time (p_c), s	0.2	0.0	0.0	1.2	0.3	0.0	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	98.1
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	373	670	443	68	441	211	184	692	132	166	398	114
Future Volume (veh/h)	373	670	443	68	441	211	184	692	132	166	398	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	377	677	447	69	445	213	186	699	133	168	402	115
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	431	857	833	114	863	410	239	767	393	190	909	597
Arrive On Green	0.13	0.48	0.48	0.03	0.38	0.38	0.07	0.22	0.22	0.11	0.27	0.27
Sat Flow, veh/h	3429	1800	1525	3429	2250	1068	3429	3420	1525	1714	3420	1525
Grp Volume(v), veh/h	377	677	447	69	337	321	186	699	133	168	402	115
Grp Sat Flow(s),veh/h/ln	1714	1800	1525	1714	1710	1608	1714	1710	1525	1714	1710	1525
Q Serve(g_s), s	15.1	44.2	26.3	2.8	21.2	21.5	7.5	27.9	9.9	13.5	13.7	6.9
Cycle Q Clear(g_c), s	15.1	44.2	26.3	2.8	21.2	21.5	7.5	27.9	9.9	13.5	13.7	6.9
Prop In Lane	1.00		1.00	1.00		0.66	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	431	857	833	114	656	617	239	767	393	190	909	597
V/C Ratio(X)	0.87	0.79	0.54	0.60	0.51	0.52	0.78	0.91	0.34	0.88	0.44	0.19
Avail Cap(c_a), veh/h	514	857	833	245	656	617	392	767	393	208	909	597
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.1	30.8	20.4	66.8	33.1	33.2	64.1	52.9	42.3	61.3	42.8	28.0
Incr Delay (d2), s/veh	13.6	7.3	2.5	5.1	2.9	3.1	5.5	16.9	2.3	31.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	19.8	9.2	1.3	9.0	8.6	3.3	13.3	3.9	7.3	5.6	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	38.1	22.9	71.8	36.0	36.3	69.5	69.9	44.6	92.4	42.9	28.1
LnGrp LOS	E	D	C	E	D	D	E	E	D	F	D	C
Approach Vol, veh/h		1501			727			1018			685	
Approach Delay, s/veh		42.5			39.5			66.5			52.5	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	73.5	13.7	44.1	21.6	60.5	19.6	38.3
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	4.0	* 6.8	4.0	6.9
Max Green Setting (Gmax), s	10.0	* 60	16.0	32.4	21.0	* 49	17.0	31.4
Max Q Clear Time (g_c+I1), s	4.8	46.2	9.5	15.7	17.1	23.5	15.5	29.9
Green Ext Time (p_c), s	0.1	2.9	0.3	1.4	0.5	2.2	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	1	243	0	71	1	941	345	233	661	2
Future Volume (veh/h)	0	2	1	243	0	71	1	941	345	233	661	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	0	2	1	259	0	76	1	1001	367	248	703	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	352	298	331	0	298	2	1151	975	251	1412	1197
Arrive On Green	0.00	0.20	0.20	0.20	0.00	0.20	0.00	0.64	0.64	0.15	0.78	0.78
Sat Flow, veh/h	0	1800	1525	1430	0	1525	1714	1800	1525	1714	1800	1525
Grp Volume(v), veh/h	0	2	1	259	0	76	1	1001	367	248	703	2
Grp Sat Flow(s),veh/h/ln	0	1800	1525	1430	0	1525	1714	1800	1525	1714	1800	1525
Q Serve(g_s), s	0.0	0.1	0.1	24.8	0.0	5.9	0.1	63.2	16.0	20.2	19.3	0.0
Cycle Q Clear(g_c), s	0.0	0.1	0.1	24.9	0.0	5.9	0.1	63.2	16.0	20.2	19.3	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	352	298	331	0	298	2	1151	975	251	1412	1197
V/C Ratio(X)	0.00	0.01	0.00	0.78	0.00	0.26	0.43	0.87	0.38	0.99	0.50	0.00
Avail Cap(c_a), veh/h	0	352	298	353	0	321	129	1151	975	251	1412	1197
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	45.4	45.4	55.4	0.0	47.7	69.9	20.5	12.0	59.6	5.3	3.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	10.4	0.0	0.4	91.9	9.0	1.1	53.3	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	9.8	0.0	2.3	0.1	25.5	5.1	12.2	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	45.4	45.4	65.8	0.0	48.1	161.7	29.5	13.1	112.9	6.6	3.3
LnGrp LOS	A	D	D	E	A	D	F	C	B	F	A	A
Approach Vol, veh/h		3			335			1369			953	
Approach Delay, s/veh		45.4			61.8			25.2			34.3	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.7	116.8		33.8	24.0	96.5		33.8
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		* 6.5
Max Green Setting (Gmax), s	10.5	* 86		* 27	20.5	* 76		* 30
Max Q Clear Time (g_c+I1), s	12.1	21.3		2.1	22.2	65.2		26.9
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	5.8		0.4

Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	0	68	341	0	264	27	1003	193	239	741	25
Future Volume (veh/h)	59	0	68	341	0	264	27	1003	193	239	741	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	62	0	72	359	0	278	28	1056	203	252	780	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1323	0	1178	299	0	266	41	1073	206	233	1657	55
Arrive On Green	0.77	0.00	0.77	0.17	0.00	0.17	0.02	0.38	0.38	0.14	0.49	0.49
Sat Flow, veh/h	1714	0	1525	1714	0	1525	1714	2863	549	1714	3377	113
Grp Volume(v), veh/h	62	0	72	359	0	278	28	630	629	252	395	411
Grp Sat Flow(s),veh/h/ln	1714	0	1525	1714	0	1525	1714	1710	1701	1714	1710	1780
Q Serve(g_s), s	1.2	0.0	1.6	24.4	0.0	24.4	2.3	51.0	51.4	19.0	21.4	21.4
Cycle Q Clear(g_c), s	1.2	0.0	1.6	24.4	0.0	24.4	2.3	51.0	51.4	19.0	21.4	21.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		0.06
Lane Grp Cap(c), veh/h	1323	0	1178	299	0	266	41	641	638	233	839	873
V/C Ratio(X)	0.05	0.00	0.06	1.20	0.00	1.05	0.69	0.98	0.99	1.08	0.47	0.47
Avail Cap(c_a), veh/h	1323	0	1178	299	0	266	73	641	638	233	839	873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.8	0.0	3.8	57.8	0.0	57.8	67.8	43.3	43.4	60.5	23.6	23.6
Incr Delay (d2), s/veh	0.1	0.0	0.1	118.3	0.0	67.6	18.7	30.9	32.1	82.9	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	20.1	0.0	14.0	1.2	25.7	26.0	13.3	8.2	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	0.0	3.9	176.1	0.0	125.4	86.6	74.2	75.5	143.4	24.0	24.0
LnGrp LOS	A	A	A	F	A	F	F	E	E	F	C	C
Approach Vol, veh/h		134			637			1287			1058	
Approach Delay, s/veh		3.9			154.0			75.1			52.5	
Approach LOS		A			F			E			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	114.6	25.5	57.0	30.0	7.3	75.2
Change Period (Y+Rc), s	4.0	6.5	* 4.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	26.0	19.0	* 53	24.4	6.0	63.5
Max Q Clear Time (g_c+I1), s	3.6	21.0	53.4	26.4	4.3	23.4
Green Ext Time (p_c), s	1.0	0.0	0.0	0.0	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	80.5
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

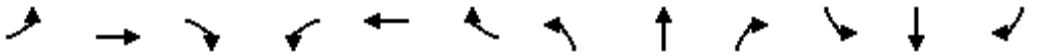
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	44	19	1230	1072	42
Future Vol, veh/h	27	44	19	1230	1072	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	28	45	20	1268	1105	43

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1801	574	1148	0	-	0
Stage 1	1127	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	73	467	616	-	-	-
Stage 1	275	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	71	467	616	-	-	-
Mov Cap-2 Maneuver	71	-	-	-	-	-
Stage 1	266	-	-	-	-	-
Stage 2	473	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40.8	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	616	-	71	467	-	-
HCM Lane V/C Ratio	0.032	-	0.392	0.097	-	-
HCM Control Delay (s)	11	-	85.2	13.5	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.5	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	296	572	352	225	359	91	290	857	72	114	804	390
Future Volume (veh/h)	296	572	352	225	359	91	290	857	72	114	804	390
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	318	615	378	242	386	98	312	922	0	123	865	419
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1067	476	311	812	204	351	1007		222	874	390
Arrive On Green	0.03	0.10	0.10	0.09	0.30	0.30	0.11	0.29	0.00	0.07	0.26	0.26
Sat Flow, veh/h	3326	3420	1525	3326	2708	680	3326	3420	1525	3326	3420	1525
Grp Volume(v), veh/h	318	615	378	242	242	242	312	922	0	123	865	419
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1678	1663	1710	1525	1663	1710	1525
Q Serve(g_s), s	8.6	15.4	21.8	6.4	10.4	10.6	8.3	23.4	0.0	3.2	22.7	23.0
Cycle Q Clear(g_c), s	8.6	15.4	21.8	6.4	10.4	10.6	8.3	23.4	0.0	3.2	22.7	23.0
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	351	1067	476	311	513	503	351	1007		222	874	390
V/C Ratio(X)	0.91	0.58	0.79	0.78	0.47	0.48	0.89	0.92		0.55	0.99	1.07
Avail Cap(c_a), veh/h	351	1067	476	344	513	503	351	1007		222	874	390
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	34.7	37.5	39.9	25.7	25.8	39.7	30.7	0.0	40.7	33.4	33.5
Incr Delay (d2), s/veh	22.0	1.9	10.7	8.5	3.1	3.3	22.5	12.8	0.0	9.7	27.8	67.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	7.2	10.1	2.8	4.2	4.3	4.3	10.4	0.0	1.5	11.9	14.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	36.6	48.3	48.4	28.8	29.0	62.2	43.5	0.0	50.4	61.2	100.5
LnGrp LOS	E	D	D	D	C	C	E	D		D	E	F
Approach Vol, veh/h		1311			726			1234	A		1407	
Approach Delay, s/veh		46.8			35.4			48.2			72.0	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	34.1	14.0	29.0	14.0	33.0	10.5	32.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	9.3	27.2	9.5	23.0	9.5	27.0	6.0	26.5
Max Q Clear Time (g_c+I1), s	8.4	23.8	10.3	25.0	10.6	12.6	5.2	25.4
Green Ext Time (p_c), s	0.0	1.8	0.0	0.0	0.0	2.5	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	53.0
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	82	338	194	90	55	117	1127	124	29	1288	27
Future Volume (veh/h)	59	82	338	194	90	55	117	1127	124	29	1288	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	64	89	0	211	98	0	127	1225	0	32	1400	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	82	190		284	319		192	3197		52	3090	64
Arrive On Green	0.05	0.06	0.00	0.09	0.09	0.00	0.12	1.00	0.00	0.03	0.62	0.62
Sat Flow, veh/h	1714	3420	1525	3326	3420	1525	3326	4914	1525	1714	4955	103
Grp Volume(v), veh/h	64	89	0	211	98	0	127	1225	0	32	926	503
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1663	1710	1525	1663	1638	1525	1714	1638	1782
Q Serve(g_s), s	3.3	2.3	0.0	5.6	2.4	0.0	3.3	0.0	0.0	1.7	13.3	13.3
Cycle Q Clear(g_c), s	3.3	2.3	0.0	5.6	2.4	0.0	3.3	0.0	0.0	1.7	13.3	13.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	82	190		284	319		192	3197		52	2043	1111
V/C Ratio(X)	0.78	0.47		0.74	0.31		0.66	0.38		0.61	0.45	0.45
Avail Cap(c_a), veh/h	190	798		370	798		370	3197		190	2043	1111
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.90	0.90	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	41.2	0.0	40.2	38.1	0.0	39.0	0.0	0.0	43.1	8.9	8.9
Incr Delay (d2), s/veh	15.1	1.8	0.0	5.7	0.5	0.0	3.5	0.3	0.0	10.9	0.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.0	0.0	2.5	1.0	0.0	1.3	0.1	0.0	0.8	3.8	4.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.5	43.0	0.0	45.9	38.6	0.0	42.5	0.3	0.0	54.0	9.6	10.2
LnGrp LOS	E	D		D	D		D	A		D	A	B
Approach Vol, veh/h		153	A		309	A		1352	A		1461	
Approach Delay, s/veh		49.1			43.6			4.3			10.8	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	62.6	11.7	9.0	9.2	60.1	8.3	12.4
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	33.0	10.0	21.0	10.0	33.0	10.0	21.0
Max Q Clear Time (g_c+I1), s	3.7	2.0	7.6	4.3	5.3	15.3	5.3	4.4
Green Ext Time (p_c), s	0.0	9.2	0.2	0.4	0.1	8.3	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	329	0	408	0	931	620	0	1373	463
Future Volume (veh/h)	0	0	0	329	0	408	0	931	620	0	1373	463
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1800	1800	1800	0	1800	1800	0	1800	1800
Adj Flow Rate, veh/h				478	0	264	0	950	0	0	1401	0
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				739	0	329	0	2378		0	3417	
Arrive On Green				0.22	0.00	0.22	0.00	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h				3429	0	1525	0	3510	1525	0	5076	1525
Grp Volume(v), veh/h				478	0	264	0	950	0	0	1401	0
Grp Sat Flow(s),veh/h/ln				1714	0	1525	0	1710	1525	0	1638	1525
Q Serve(g_s), s				11.4	0.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				11.4	0.0	14.8	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				739	0	329	0	2378		0	3417	
V/C Ratio(X)				0.65	0.00	0.80	0.00	0.40		0.00	0.41	
Avail Cap(c_a), veh/h				1295	0	576	0	2378		0	3417	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.92	0.00	0.00	0.69	0.00
Uniform Delay (d), s/veh				32.2	0.0	33.5	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				1.0	0.0	4.6	0.0	0.5	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.8	0.0	5.8	0.0	0.2	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.1	0.0	38.0	0.0	0.5	0.0	0.0	0.3	0.0
LnGrp LOS				C	A	D	A	A		A	A	
Approach Vol, veh/h					742			950	A		1401	A
Approach Delay, s/veh					34.9			0.5			0.3	
Approach LOS					C			A			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	66.6		66.6		23.4			
Change Period (Y+Rc), s	4.0		4.0		4.0			
Max Green Setting (Gmax), s	48.0		48.0		34.0			
Max Q Clear Time (g_c+I1), s	2.0		2.0		16.8			
Green Ext Time (p_c), s	7.1		12.2		2.6			

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	291	0	404	0	1254	628	0	1275	425	0	0
Future Volume (veh/h)	291	0	404	0	1254	628	0	1275	425	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1800	1800	1800	0	1800	1800	0	1800	1800		
Adj Flow Rate, veh/h	300	300	416	0	1293	0	0	1314	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	1017	1017	467	0	2974		0	2070			
Arrive On Green	0.31	0.31	0.31	0.00	0.61	0.00	0.00	1.00	0.00		
Sat Flow, veh/h	3326	3326	1525	0	5076	1525	0	3510	1525		
Grp Volume(v), veh/h	300	300	416	0	1293	0	0	1314	0		
Grp Sat Flow(s),veh/h/ln	1663	1663	1525	0	1638	1525	0	1710	1525		
Q Serve(g_s), s	6.2	6.2	23.4	0.0	12.7	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	6.2	6.2	23.4	0.0	12.7	0.0	0.0	0.0	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	1017	1017	467	0	2974		0	2070			
V/C Ratio(X)	0.29	0.29	0.89	0.00	0.43		0.00	0.63			
Avail Cap(c_a), veh/h	1316	1316	603	0	2974		0	2070			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.88	0.00		
Uniform Delay (d), s/veh	23.8	23.8	29.8	0.0	9.5	0.0	0.0	0.0	0.0		
Incr Delay (d2), s/veh	0.2	0.2	12.9	0.0	0.5	0.0	0.0	1.3	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.4	2.4	10.1	0.0	3.7	0.0	0.0	0.4	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	24.0	24.0	42.7	0.0	10.0	0.0	0.0	1.3	0.0		
LnGrp LOS	C	C	D	A	A		A	A			
Approach Vol, veh/h	716	716			1293	A		1314	A		
Approach Delay, s/veh	34.9	34.9			10.0			1.3			
Approach LOS	C	C			A			A			

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	58.5	31.5	58.5
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	46.4	35.6	46.4
Max Q Clear Time (g_c+I1), s	14.7	25.4	2.0
Green Ext Time (p_c), s	10.0	2.1	11.5

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	69	363	497	0	0	108
Future Vol, veh/h	69	363	497	0	0	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	75	395	540	0	0	117

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	540	0	-	0	888	270
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	348	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1039	-	-	-	*395	734
Stage 1	-	-	-	-	*554	-
Stage 2	-	-	-	-	*894	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1039	-	-	-	*359	734
Mov Cap-2 Maneuver	-	-	-	-	*359	-
Stage 1	-	-	-	-	*503	-
Stage 2	-	-	-	-	*894	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1039	-	-	-	734
HCM Lane V/C Ratio	0.072	-	-	-	0.16
HCM Control Delay (s)	8.7	0.3	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	69	294	388	0	0	108
Future Vol, veh/h	69	294	388	0	0	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	75	320	422	0	0	117

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	422	0	-	0	732	211
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	310	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1148	-	-	-	*480	801
Stage 1	-	-	-	-	*635	-
Stage 2	-	-	-	-	*915	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1148	-	-	-	*442	801
Mov Cap-2 Maneuver	-	-	-	-	*442	-
Stage 1	-	-	-	-	*585	-
Stage 2	-	-	-	-	*915	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1148	-	-	-	801
HCM Lane V/C Ratio	0.065	-	-	-	0.147
HCM Control Delay (s)	8.4	0.2	-	-	10.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	58	237	298	0	0	90
Future Vol, veh/h	58	237	298	0	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	63	258	324	0	0	98

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	324	0	-	0	579	162
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1247	-	-	-	*576	861
Stage 1	-	-	-	-	*711	-
Stage 2	-	-	-	-	*936	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1247	-	-	-	*542	861
Mov Cap-2 Maneuver	-	-	-	-	*542	-
Stage 1	-	-	-	-	*669	-
Stage 2	-	-	-	-	*936	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1247	-	-	-	861
HCM Lane V/C Ratio	0.051	-	-	-	0.114
HCM Control Delay (s)	8	0.2	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	214	262	0	0	36
Future Vol, veh/h	23	214	262	0	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	25	233	285	0	0	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	285	0	-	0	452	143
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	167	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1289	-	-	-	*658	885
Stage 1	-	-	-	-	*744	-
Stage 2	-	-	-	-	*957	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1289	-	-	-	*644	885
Mov Cap-2 Maneuver	-	-	-	-	*644	-
Stage 1	-	-	-	-	*728	-
Stage 2	-	-	-	-	*957	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1289	-	-	-	885
HCM Lane V/C Ratio	0.019	-	-	-	0.044
HCM Control Delay (s)	7.8	0.1	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1

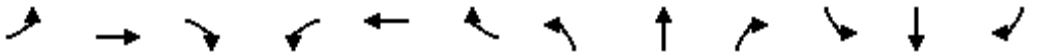
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	191	236	0	0	31
Future Vol, veh/h	25	191	236	0	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	208	257	0	0	34

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	257	0	-	0	415	129
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	158	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1320	-	-	-	*696	903
Stage 1	-	-	-	-	*768	-
Stage 2	-	-	-	-	*957	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1320	-	-	-	*680	903
Mov Cap-2 Maneuver	-	-	-	-	*680	-
Stage 1	-	-	-	-	*750	-
Stage 2	-	-	-	-	*957	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1320	-	-	-	903
HCM Lane V/C Ratio	0.021	-	-	-	0.037
HCM Control Delay (s)	7.8	0.1	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	530	190	575	726	187	186	2112	672	247	2069	135
Future Volume (veh/h)	85	530	190	575	726	187	186	2112	672	247	2069	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	90	564	202	612	772	199	198	2247	0	263	2201	144
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	142	654	228	574	1067	476	255	2100		242	2532	165
Arrive On Green	0.04	0.18	0.18	0.17	0.31	0.31	0.08	0.43	0.00	0.07	0.42	0.42
Sat Flow, veh/h	3326	3596	1255	3326	3420	1525	3326	4914	1525	3326	5983	391
Grp Volume(v), veh/h	90	513	253	612	772	199	198	2247	0	263	1708	637
Grp Sat Flow(s),veh/h/ln	1663	1638	1574	1663	1710	1525	1663	1638	1525	1663	1548	1730
Q Serve(g_s), s	2.9	16.7	17.3	19.0	22.1	11.4	6.4	47.0	0.0	8.0	36.9	37.0
Cycle Q Clear(g_c), s	2.9	16.7	17.3	19.0	22.1	11.4	6.4	47.0	0.0	8.0	36.9	37.0
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	142	596	286	574	1067	476	255	2100		242	1965	732
V/C Ratio(X)	0.64	0.86	0.89	1.07	0.72	0.42	0.78	1.07		1.09	0.87	0.87
Avail Cap(c_a), veh/h	151	596	286	574	1067	476	272	2100		242	1965	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.49	0.49	0.49	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	43.6	43.9	45.5	33.6	29.9	49.8	31.5	0.0	51.0	28.9	29.0
Incr Delay (d2), s/veh	7.8	15.0	30.5	45.6	2.1	1.3	12.4	41.5	0.0	83.1	5.6	13.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	7.6	8.8	11.4	9.4	4.3	3.1	25.9	0.0	6.1	14.3	17.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	58.7	74.4	91.1	35.8	31.3	62.3	73.0	0.0	134.1	34.5	42.4
LnGrp LOS	E	E	E	F	D	C	E	F		F	C	D
Approach Vol, veh/h		856			1583			2445	A		2608	
Approach Delay, s/veh		63.4			56.6			72.2			46.5	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	24.0	12.4	50.6	8.7	38.3	12.0	51.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	20.0	9.0	46.0	5.0	34.0	8.0	47.0
Max Q Clear Time (g_c+I1), s	21.0	19.3	8.4	39.0	4.9	24.1	10.0	49.0
Green Ext Time (p_c), s	0.0	0.3	0.0	6.3	0.0	4.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	58.9
HCM 6th LOS	E

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	404	1061	373	466	797	462	355	1301	420	644	1211	163
Future Volume (veh/h)	404	1061	373	466	797	462	355	1301	420	644	1211	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	464	1220	429	536	916	531	408	1495	483	740	1392	187
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	521	1206	374	514	1196	371	465	1464	596	726	1752	235
Arrive On Green	0.16	0.25	0.25	0.15	0.24	0.24	0.14	0.24	0.24	0.22	0.31	0.31
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	3326	6192	1525	3326	5564	746
Grp Volume(v), veh/h	464	1220	429	536	916	531	408	1495	483	740	1161	418
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1663	1548	1525	1663	1548	1666
Q Serve(g_s), s	15.0	27.0	27.0	17.0	19.1	26.8	13.2	26.0	26.0	24.0	25.1	25.2
Cycle Q Clear(g_c), s	15.0	27.0	27.0	17.0	19.1	26.8	13.2	26.0	26.0	24.0	25.1	25.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	521	1206	374	514	1196	371	465	1464	596	726	1462	524
V/C Ratio(X)	0.89	1.01	1.15	1.04	0.77	1.43	0.88	1.02	0.81	1.02	0.79	0.80
Avail Cap(c_a), veh/h	544	1206	374	514	1196	371	484	1464	596	726	1462	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	41.5	41.5	46.5	38.7	41.6	46.4	42.0	29.9	43.0	34.4	34.5
Incr Delay (d2), s/veh	11.0	23.3	83.9	25.2	0.4	195.1	16.2	29.1	11.4	38.5	4.5	11.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	12.8	18.7	8.8	7.6	30.0	6.5	12.7	13.0	13.6	9.9	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.4	64.8	125.4	71.7	39.1	236.7	62.6	71.1	41.2	81.5	39.0	46.4
LnGrp LOS	E	F	F	F	D	F	E	F	D	F	D	D
Approach Vol, veh/h		2113			1983			2386			2319	
Approach Delay, s/veh		75.2			100.8			63.6			53.9	
Approach LOS		E			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	31.0	19.4	38.6	21.2	30.8	28.0	30.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	27.0	16.0	34.0	18.0	26.0	24.0	26.0
Max Q Clear Time (g_c+I1), s	19.0	29.0	15.2	27.2	17.0	28.8	26.0	28.0
Green Ext Time (p_c), s	0.0	0.0	0.1	5.0	0.2	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	72.2
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	567	173	67	299	26	168	392	138	32	239	157
Future Volume (veh/h)	198	567	173	67	299	26	168	392	138	32	239	157
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	206	591	180	70	311	27	175	408	144	33	249	164
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	230	691	221	81	380	34	197	964	336	44	1021	456
Arrive On Green	0.33	0.33	0.33	0.14	0.14	0.14	0.23	0.78	0.78	0.03	0.30	0.30
Sat Flow, veh/h	695	2084	667	579	2704	245	1714	2486	868	1714	3420	1525
Grp Volume(v), veh/h	524	0	453	214	0	194	175	279	273	33	249	164
Grp Sat Flow(s),veh/h/ln	1765	0	1680	1771	0	1756	1714	1710	1644	1714	1710	1525
Q Serve(g_s), s	39.5	0.0	34.6	16.6	0.0	14.9	13.8	7.6	7.8	2.7	7.7	11.8
Cycle Q Clear(g_c), s	39.5	0.0	34.6	16.6	0.0	14.9	13.8	7.6	7.8	2.7	7.7	11.8
Prop In Lane	0.39		0.40	0.33		0.14	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	585	0	557	249	0	247	197	663	637	44	1021	456
V/C Ratio(X)	0.89	0.00	0.81	0.86	0.00	0.79	0.89	0.42	0.43	0.75	0.24	0.36
Avail Cap(c_a), veh/h	668	0	636	304	0	301	294	663	637	86	1021	456
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	0.0	42.8	58.8	0.0	58.1	53.0	10.5	10.5	67.7	37.1	38.6
Incr Delay (d2), s/veh	13.4	0.0	7.2	18.6	0.0	10.6	14.4	1.4	1.5	21.7	0.6	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.4	0.0	15.5	8.7	0.0	7.4	6.1	2.5	2.5	1.4	3.2	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.9	0.0	50.0	77.4	0.0	68.8	67.5	11.9	12.0	89.4	37.7	40.8
LnGrp LOS	E	A	D	E	A	E	E	B	B	F	D	D
Approach Vol, veh/h		977			408			727			446	
Approach Delay, s/veh		54.2			73.3			25.3			42.7	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.6	58.3		50.4	20.1	45.8		23.7
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.6	40.0		53.0	24.0	23.0		24.0
Max Q Clear Time (g_c+I1), s	4.7	9.8		41.5	15.8	13.8		18.6
Green Ext Time (p_c), s	0.0	3.7		5.0	0.3	1.3		1.1

Intersection Summary		
HCM 6th Ctrl Delay		47.0
HCM 6th LOS		D



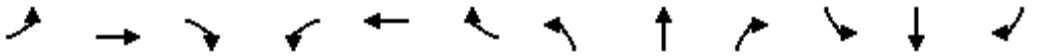
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	338	449	96	87	170	546	46	996	109	391	1141	147
Future Volume (veh/h)	338	449	96	87	170	546	46	996	109	391	1141	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	360	478	102	93	181	581	49	1060	116	416	1214	156
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	290	740	157	275	342	305	67	967	106	324	1405	180
Arrive On Green	0.12	0.26	0.26	0.06	0.20	0.20	0.04	0.31	0.31	0.19	0.46	0.46
Sat Flow, veh/h	1714	2807	596	1714	1710	1525	1714	3109	340	1714	3049	390
Grp Volume(v), veh/h	360	290	290	93	181	581	49	583	593	416	679	691
Grp Sat Flow(s),veh/h/ln	1714	1710	1693	1714	1710	1525	1714	1710	1739	1714	1710	1730
Q Serve(g_s), s	11.0	13.5	13.7	3.8	8.5	18.0	2.5	28.0	28.0	17.0	31.9	32.3
Cycle Q Clear(g_c), s	11.0	13.5	13.7	3.8	8.5	18.0	2.5	28.0	28.0	17.0	31.9	32.3
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.20	1.00		0.23
Lane Grp Cap(c), veh/h	290	451	447	275	342	305	67	532	541	324	788	797
V/C Ratio(X)	1.24	0.64	0.65	0.34	0.53	1.90	0.73	1.10	1.10	1.28	0.86	0.87
Avail Cap(c_a), veh/h	290	451	447	289	342	305	95	532	541	324	788	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	29.4	29.4	26.6	32.2	36.0	42.8	31.0	31.0	36.5	21.7	21.8
Incr Delay (d2), s/veh	135.3	3.1	3.3	0.7	1.5	419.0	15.2	67.5	67.8	149.6	11.9	12.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.6	5.8	5.8	1.6	3.6	42.0	1.4	21.0	21.4	20.4	14.5	14.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	161.8	32.5	32.7	27.3	33.7	455.0	58.0	98.5	98.8	186.1	33.6	34.0
LnGrp LOS	F	C	C	C	C	F	E	F	F	F	C	C
Approach Vol, veh/h		940			855			1225			1786	
Approach Delay, s/veh		82.1			319.3			97.0			69.3	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	32.0	9.3	27.7	7.5	45.5	15.0	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	7.0	28.0	6.0	23.0	5.0	40.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	10.0	30.0	5.8	15.7	4.5	34.3	13.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.0	4.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	123.4
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	623	479	87	125	1593	246	101	75	98	252	231	887
Future Volume (veh/h)	623	479	87	125	1593	246	101	75	98	252	231	887
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	656	504	92	132	1677	259	106	79	103	265	243	934
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	814	2470	767	195	1556	483	165	607	271	280	440	747
Arrive On Green	0.23	0.48	0.48	0.02	0.10	0.10	0.09	0.17	0.17	0.15	0.23	0.23
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	3610	1610	1810	1900	3220
Grp Volume(v), veh/h	656	504	92	132	1677	259	106	79	103	265	243	934
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	1805	1610	1810	1900	1610
Q Serve(g_s), s	19.4	6.2	2.4	4.1	33.0	16.8	6.2	2.0	5.3	16.0	12.4	25.5
Cycle Q Clear(g_c), s	19.4	6.2	2.4	4.1	33.0	16.8	6.2	2.0	5.3	16.0	12.4	25.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	814	2470	767	195	1556	483	165	607	271	280	440	747
V/C Ratio(X)	0.81	0.20	0.12	0.68	1.08	0.54	0.64	0.13	0.38	0.95	0.55	1.25
Avail Cap(c_a), veh/h	814	2470	767	319	1556	483	165	607	271	280	440	747
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.47	0.47	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	16.7	7.6	53.0	49.6	42.3	48.3	38.9	29.1	46.1	37.2	42.2
Incr Delay (d2), s/veh	5.1	0.2	0.3	1.9	41.3	2.0	8.3	0.4	4.0	39.8	4.9	124.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	2.3	1.3	1.8	21.0	7.5	3.2	0.9	2.8	10.2	6.3	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	16.9	7.8	54.9	90.9	44.3	56.6	39.4	33.1	85.8	42.1	166.2
LnGrp LOS	D	B	A	D	F	D	E	D	C	F	D	F
Approach Vol, veh/h		1252			2068			288			1442	
Approach Delay, s/veh		30.9			82.8			43.5			130.5	
Approach LOS		C			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	56.4	14.0	29.5	29.5	37.0	21.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	48.5	10.0	25.5	25.5	33.0	17.0	18.5
Max Q Clear Time (g_c+I1), s	6.1	8.2	8.2	27.5	21.4	35.0	18.0	7.3
Green Ext Time (p_c), s	0.1	3.4	0.0	0.0	1.0	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	81.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	633	85	54	773	134	139	24	81	740	86	1267
Future Volume (veh/h)	207	633	85	54	773	134	139	24	81	740	86	1267
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	218	666	89	57	814	141	146	25	85	844	0	1334
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	670	1933	600	74	992	171	304	304	271	987	0	1493
Arrive On Green	0.13	0.25	0.25	0.04	0.22	0.22	0.17	0.17	0.17	0.27	0.00	0.27
Sat Flow, veh/h	3510	5187	1610	1810	4454	766	1810	1805	1610	3619	0	3220
Grp Volume(v), veh/h	218	666	89	57	631	324	146	25	85	844	0	1334
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1762	1810	1805	1610	1810	0	1610
Q Serve(g_s), s	6.2	11.6	4.7	3.4	19.1	19.3	8.0	1.3	5.1	24.3	0.0	20.7
Cycle Q Clear(g_c), s	6.2	11.6	4.7	3.4	19.1	19.3	8.0	1.3	5.1	24.3	0.0	20.7
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	670	1933	600	74	770	392	304	304	271	987	0	1493
V/C Ratio(X)	0.33	0.34	0.15	0.77	0.82	0.83	0.48	0.08	0.31	0.86	0.00	0.89
Avail Cap(c_a), veh/h	670	1933	600	165	770	392	304	304	271	987	0	1493
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.5	30.2	27.7	52.2	40.6	40.7	41.4	38.6	40.2	37.9	0.0	27.0
Incr Delay (d2), s/veh	0.3	0.4	0.5	15.3	9.5	17.8	5.3	0.5	3.0	9.4	0.0	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.8	1.8	1.8	8.6	9.8	4.0	0.6	2.2	11.9	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	30.7	28.1	67.5	50.1	58.5	46.7	39.1	43.2	47.3	0.0	35.6
LnGrp LOS	D	C	C	E	D	E	D	D	D	D	A	D
Approach Vol, veh/h		973			1012			256			2178	
Approach Delay, s/veh		32.9			53.8			44.8			40.1	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.5	45.0		34.0	25.0	28.5		22.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	35.5		30.0	21.0	24.5		18.5
Max Q Clear Time (g_c+I1), s	5.4	13.6		26.3	8.2	21.3		10.0
Green Ext Time (p_c), s	0.0	4.2		2.9	0.5	1.6		0.6

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	923	181	28	795	182	51	18	9	61	16	115
Future Volume (veh/h)	350	923	181	28	795	182	51	18	9	61	16	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	368	972	191	29	837	192	54	19	9	64	17	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	406	2332	1040	48	1893	432	293	266	126	132	50	207
Arrive On Green	0.22	0.65	0.65	0.03	0.45	0.45	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1810	3610	1610	1810	4222	962	1271	1219	577	406	230	950
Grp Volume(v), veh/h	368	972	191	29	684	345	54	0	28	202	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1727	1271	0	1796	1586	0	0
Q Serve(g_s), s	21.8	14.3	5.2	1.7	15.0	15.1	0.0	0.0	1.4	8.1	0.0	0.0
Cycle Q Clear(g_c), s	21.8	14.3	5.2	1.7	15.0	15.1	6.0	0.0	1.4	12.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.56	1.00		0.32	0.32		0.60
Lane Grp Cap(c), veh/h	406	2332	1040	48	1551	774	293	0	392	389	0	0
V/C Ratio(X)	0.91	0.42	0.18	0.60	0.44	0.44	0.18	0.00	0.07	0.52	0.00	0.00
Avail Cap(c_a), veh/h	625	2332	1040	165	1551	774	293	0	392	389	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.5	9.4	7.8	52.9	20.9	20.9	36.0	0.0	34.2	38.3	0.0	0.0
Incr Delay (d2), s/veh	11.9	0.6	0.4	11.3	0.9	1.8	1.4	0.0	0.4	4.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	4.7	1.6	0.9	5.7	5.9	1.3	0.0	0.6	5.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	10.0	8.2	64.3	21.8	22.8	37.4	0.0	34.5	43.2	0.0	0.0
LnGrp LOS	D	A	A	E	C	C	D	A	C	D	A	A
Approach Vol, veh/h		1531			1058			82			202	
Approach Delay, s/veh		20.2			23.3			36.4			43.2	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	75.1		28.0	28.7	53.3		28.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	64.0		24.0	38.0	36.0		24.0
Max Q Clear Time (g_c+I1), s	3.7	16.3		14.3	23.8	17.1		8.0
Green Ext Time (p_c), s	0.0	7.9		0.8	0.9	5.8		0.2

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	514	148	24	760	43	8
Future Volume (veh/h)	514	148	24	760	43	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	541	156	25	800	45	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2073	925	47	2326	483	429
Arrive On Green	0.57	0.57	0.03	0.64	0.27	0.27
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	541	156	25	800	45	8
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	6.8	4.1	1.2	9.1	1.7	0.3
Cycle Q Clear(g_c), s	6.8	4.1	1.2	9.1	1.7	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2073	925	47	2326	483	429
V/C Ratio(X)	0.26	0.17	0.54	0.34	0.09	0.02
Avail Cap(c_a), veh/h	2073	925	322	2326	483	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.81	0.81	1.00	1.00
Uniform Delay (d), s/veh	9.6	9.0	43.3	7.3	24.8	24.3
Incr Delay (d2), s/veh	0.3	0.4	7.5	0.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.2	0.6	2.6	0.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.9	9.4	50.8	7.6	25.2	24.4
LnGrp LOS	A	A	D	A	C	C
Approach Vol, veh/h	697			825	53	
Approach Delay, s/veh	9.8			8.9	25.1	
Approach LOS	A			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.3	55.7				62.0	28.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	16.0	38.0				58.0	24.0
Max Q Clear Time (g_c+I1), s	3.2	8.8				11.1	3.7
Green Ext Time (p_c), s	0.0	3.7				5.4	0.1

Intersection Summary		
HCM 6th Ctrl Delay	9.9	
HCM 6th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	833	335	393	1629	105	207	281	99	106	470	424
Future Volume (veh/h)	93	833	335	393	1629	105	207	281	99	106	470	424
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	877	353	414	1715	111	218	296	104	112	495	446
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	1267	783	954	2179	972	245	480	407	139	350	313
Arrive On Green	0.04	0.35	0.35	0.27	0.60	0.60	0.14	0.25	0.25	0.03	0.06	0.06
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	1810	1900	1610	1810	1805	1610
Grp Volume(v), veh/h	98	877	353	414	1715	111	218	296	104	112	495	446
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1810	1900	1610	1810	1805	1610
Q Serve(g_s), s	3.3	25.0	8.7	11.7	43.1	3.5	14.2	16.6	4.3	7.4	23.3	23.3
Cycle Q Clear(g_c), s	3.3	25.0	8.7	11.7	43.1	3.5	14.2	16.6	4.3	7.4	23.3	23.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	1267	783	954	2179	972	245	480	407	139	350	313
V/C Ratio(X)	0.65	0.69	0.45	0.43	0.79	0.11	0.89	0.62	0.26	0.81	1.41	1.43
Avail Cap(c_a), veh/h	410	1267	783	954	2179	972	249	480	407	219	350	313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	56.5	33.4	13.2	36.1	18.0	10.1	51.0	39.7	17.0	57.6	56.2	56.2
Incr Delay (d2), s/veh	1.7	3.1	1.9	0.1	3.0	0.2	30.1	5.8	1.5	4.8	200.5	208.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.9	3.5	4.8	16.3	1.2	8.2	8.1	2.4	3.6	30.7	28.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	36.5	15.1	36.2	20.9	10.4	81.1	45.5	18.5	62.4	256.7	264.4
LnGrp LOS	E	D	B	D	C	B	F	D	B	E	F	F
Approach Vol, veh/h		1328			2240			618			1053	
Approach Delay, s/veh		32.4			23.2			53.5			239.3	
Approach LOS		C			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	39.0	49.0	19.7	31.0	9.2	78.9	12.7	38.0
Change Period (Y+Rc), s	* 6.4	* 6.9	3.5	7.7	4.0	* 6.4	3.5	7.7
Max Green Setting (Gmax), s	* 16	* 42	16.5	23.3	14.0	* 45	14.5	25.3
Max Q Clear Time (g_c+I1), s	13.7	27.0	16.2	25.3	5.3	45.1	9.4	18.6
Green Ext Time (p_c), s	0.2	2.8	0.0	0.0	0.1	0.0	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	72.6
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	262	172	415	937	166	380	223	97	130	689	504
Future Volume (veh/h)	79	262	172	415	937	166	380	223	97	130	689	504
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	276	181	437	986	175	400	235	102	137	725	531
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	669	741	506	1387	246	392	856	607	164	791	416
Arrive On Green	0.04	0.35	0.35	0.14	0.45	0.45	0.11	0.24	0.24	0.09	0.22	0.22
Sat Flow, veh/h	3619	1900	1610	3619	3064	543	3619	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	83	276	181	437	580	581	400	235	102	137	725	531
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1802	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	2.7	13.2	8.2	14.2	31.1	31.2	13.0	6.4	5.1	8.9	23.5	26.3
Cycle Q Clear(g_c), s	2.7	13.2	8.2	14.2	31.1	31.2	13.0	6.4	5.1	8.9	23.5	26.3
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	669	741	506	817	816	392	856	607	164	791	416
V/C Ratio(X)	0.59	0.41	0.24	0.86	0.71	0.71	1.02	0.27	0.17	0.84	0.92	1.28
Avail Cap(c_a), veh/h	452	669	741	603	817	816	392	856	607	181	791	416
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	29.5	19.7	50.5	26.5	26.5	53.5	37.4	24.9	53.7	45.8	44.5
Incr Delay (d2), s/veh	3.8	1.9	0.8	10.9	5.2	5.2	50.7	0.8	0.6	25.8	15.1	142.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.1	3.0	7.0	13.5	13.6	8.4	2.8	1.9	5.1	11.6	28.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	31.4	20.5	61.4	31.7	31.8	104.2	38.2	25.5	79.5	60.8	186.7
LnGrp LOS	E	C	C	E	C	C	F	D	C	E	E	F
Approach Vol, veh/h		540			1598			737			1393	
Approach Delay, s/veh		32.2			39.8			72.2			110.7	
Approach LOS		C			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.8	49.0	17.0	33.2	8.7	61.1	14.9	35.3
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	4.0	* 6.8	4.0	6.9
Max Green Setting (Gmax), s	20.0	* 39	13.0	26.3	15.0	* 44	12.0	27.3
Max Q Clear Time (g_c+I1), s	16.2	15.2	15.0	28.3	4.7	33.2	10.9	8.4
Green Ext Time (p_c), s	0.6	1.1	0.0	0.0	0.1	3.4	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	67.6
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	341	0	155	1	473	215	197	1084	2
Future Volume (veh/h)	1	0	2	341	0	155	1	473	215	197	1084	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	0	2	359	0	163	1	498	226	207	1141	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	0	617	60	0	617	2	1238	552	238	1748	3
Arrive On Green	0.38	0.00	0.38	0.38	0.00	0.38	0.00	0.34	0.34	0.13	0.47	0.47
Sat Flow, veh/h	0	0	1610	0	0	1610	1810	3610	1610	1810	3697	6
Grp Volume(v), veh/h	1	0	2	359	0	163	1	498	226	207	557	586
Grp Sat Flow(s),veh/h/ln	0	0	1610	0	0	1610	1810	1805	1610	1810	1805	1899
Q Serve(g_s), s	0.0	0.0	0.1	0.0	0.0	8.3	0.1	12.6	12.9	13.5	28.2	28.2
Cycle Q Clear(g_c), s	46.0	0.0	0.1	46.0	0.0	8.3	0.1	12.6	12.9	13.5	28.2	28.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	60	0	617	60	0	617	2	1238	552	238	853	898
V/C Ratio(X)	0.02	0.00	0.00	5.98	0.00	0.26	0.40	0.40	0.41	0.87	0.65	0.65
Avail Cap(c_a), veh/h	60	0	617	60	0	617	75	1238	552	347	853	898
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.9	0.0	22.8	60.0	0.0	25.4	59.9	30.1	30.1	51.1	24.1	24.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	2278.0	0.0	0.2	81.9	1.0	2.2	15.0	3.9	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	39.8	0.0	3.2	0.1	5.3	5.0	6.8	11.8	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	0.0	22.8	2338.0	0.0	25.6	141.7	31.0	32.4	66.1	28.0	27.8
LnGrp LOS	E	A	C	F	A	C	F	C	C	E	C	C
Approach Vol, veh/h		3			522			725			1350	
Approach Delay, s/veh		35.2			1615.9			31.6			33.8	
Approach LOS		D			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	59.8	47.7		52.5	4.2	63.3		52.5
Change Period (Y+Rc), s	4.0	* 6.6		* 6.5	4.0	* 6.6		* 6.5
Max Green Setting (Gmax), s	23.3	* 36		* 44	5.0	* 54		* 46
Max Q Clear Time (g_c+I1), s	15.5	14.9		48.0	2.1	30.2		48.0
Green Ext Time (p_c), s	0.3	2.1		0.0	0.0	6.9		0.0

Intersection Summary		
HCM 6th Ctrl Delay	350.8	
HCM 6th LOS	F	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	0	19	152	0	81	60	638	200	173	1139	51
Future Volume (veh/h)	17	0	19	152	0	81	60	638	200	173	1139	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	0	20	160	0	85	63	672	211	182	1199	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	515	0	458	232	0	207	81	819	257	211	1319	59
Arrive On Green	0.28	0.00	0.28	0.13	0.00	0.13	0.04	0.30	0.30	0.12	0.37	0.37
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	2704	849	1810	3518	158
Grp Volume(v), veh/h	18	0	20	160	0	85	63	449	434	182	615	638
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1747	1810	1805	1871
Q Serve(g_s), s	0.9	0.0	1.1	10.1	0.0	5.8	4.1	27.7	27.7	11.9	38.8	38.8
Cycle Q Clear(g_c), s	0.9	0.0	1.1	10.1	0.0	5.8	4.1	27.7	27.7	11.9	38.8	38.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.49	1.00		0.08
Lane Grp Cap(c), veh/h	515	0	458	232	0	207	81	547	529	211	677	701
V/C Ratio(X)	0.03	0.00	0.04	0.69	0.00	0.41	0.78	0.82	0.82	0.86	0.91	0.91
Avail Cap(c_a), veh/h	515	0	458	232	0	207	106	624	604	241	730	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	31.1	50.0	0.0	48.1	56.7	38.8	38.8	52.0	35.6	35.6
Incr Delay (d2), s/veh	0.1	0.0	0.2	15.5	0.0	6.0	22.9	7.7	7.9	27.1	14.7	14.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	5.5	0.0	2.6	2.3	12.6	12.3	6.7	18.5	19.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	0.0	31.3	65.5	0.0	54.1	79.6	46.5	46.8	79.1	50.3	50.0
LnGrp LOS	C	A	C	E	A	D	E	D	D	E	D	D
Approach Vol, veh/h		38			245			946			1435	
Approach Delay, s/veh		31.2			61.5			48.8			53.8	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	38.1	18.0	42.8	21.0	9.4	51.5
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	29.0	16.0	* 42	15.4	7.0	48.5
Max Q Clear Time (g_c+I1), s	3.1	13.9	29.7	12.1	6.1	40.8
Green Ext Time (p_c), s	0.2	0.2	3.8	0.3	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	52.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	174.7

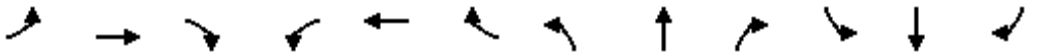
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	167	145	108	1043	1605	129
Future Vol, veh/h	167	145	108	1043	1605	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	176	153	114	1098	1689	136

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2534	913	1825	0	-	0
Stage 1	1757	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*~ 28	*424	*636	-	-	-
Stage 1	*400	-	-	-	-	-
Stage 2	*419	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*~ 23	*424	*636	-	-	-
Mov Cap-2 Maneuver	*~ 23	-	-	-	-	-
Stage 1	*328	-	-	-	-	-
Stage 2	*419	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 1786.2	1.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	* 636	-	23	424	-	-
HCM Lane V/C Ratio	0.179	-	7.643	0.36	-	-
HCM Control Delay (s)	11.9	-	$ 3321.3	18.2	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.6	-	22.1	1.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	177	110	359	382	73	306	750	50	74	842	242
Future Volume (veh/h)	229	177	110	359	382	73	306	750	50	74	842	242
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	186	116	378	402	77	322	789	0	78	886	255
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	958	427	458	946	180	371	1098		234	958	427
Arrive On Green	0.03	0.09	0.09	0.13	0.31	0.31	0.11	0.30	0.00	0.07	0.27	0.27
Sat Flow, veh/h	3510	3610	1610	3510	3027	575	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	241	186	116	378	238	241	322	789	0	78	886	255
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1797	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	6.1	4.3	6.1	9.4	9.4	9.6	8.1	17.5	0.0	1.9	21.5	12.4
Cycle Q Clear(g_c), s	6.1	4.3	6.1	9.4	9.4	9.6	8.1	17.5	0.0	1.9	21.5	12.4
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	958	427	458	564	561	371	1098		234	958	427
V/C Ratio(X)	0.82	0.19	0.27	0.83	0.42	0.43	0.87	0.72		0.33	0.93	0.60
Avail Cap(c_a), veh/h	293	958	427	608	564	561	371	1103		234	963	429
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	32.1	32.9	38.1	24.5	24.6	39.6	27.9	0.0	40.1	32.2	28.9
Incr Delay (d2), s/veh	15.9	0.4	1.5	5.3	2.3	2.4	18.6	2.5	0.0	3.8	14.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	1.8	2.5	4.1	4.0	4.0	4.2	7.2	0.0	0.9	10.5	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	32.6	34.5	43.4	26.8	26.9	58.2	30.4	0.0	43.9	46.7	31.6
LnGrp LOS	E	C	C	D	C	C	E	C		D	D	C
Approach Vol, veh/h		543			857			1111	A		1219	
Approach Delay, s/veh		44.7			34.2			38.4			43.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	29.9	14.0	29.9	12.0	34.1	10.5	33.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	15.6	19.9	9.5	24.0	7.5	28.0	6.0	27.5
Max Q Clear Time (g_c+I1), s	11.4	8.1	10.1	23.5	8.1	11.6	3.9	19.5
Green Ext Time (p_c), s	0.3	1.2	0.0	0.4	0.0	2.6	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	60	112	451	121	133	354	1250	163	57	1540	165
Future Volume (veh/h)	13	60	112	451	121	133	354	1250	163	57	1540	165
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	63	0	475	127	0	373	1316	0	60	1621	174
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	30	199		507	662		390	3005		78	2433	261
Arrive On Green	0.02	0.06	0.00	0.14	0.18	0.00	0.22	1.00	0.00	0.04	0.51	0.51
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	5187	1610	1810	4757	510
Grp Volume(v), veh/h	14	63	0	475	127	0	373	1316	0	60	1178	617
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1729	1610	1810	1729	1808
Q Serve(g_s), s	0.7	1.5	0.0	12.0	2.7	0.0	9.4	0.0	0.0	3.0	22.7	22.8
Cycle Q Clear(g_c), s	0.7	1.5	0.0	12.0	2.7	0.0	9.4	0.0	0.0	3.0	22.7	22.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	30	199		507	662		390	3005		78	1769	925
V/C Ratio(X)	0.47	0.32		0.94	0.19		0.96	0.44		0.77	0.67	0.67
Avail Cap(c_a), veh/h	201	742		507	862		390	3005		201	1769	925
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.68	0.68	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.9	40.9	0.0	38.1	31.1	0.0	34.8	0.0	0.0	42.6	16.3	16.3
Incr Delay (d2), s/veh	11.2	0.9	0.0	25.1	0.1	0.0	27.0	0.3	0.0	14.5	2.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.7	0.0	6.9	1.2	0.0	4.8	0.1	0.0	1.6	8.0	8.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.0	41.8	0.0	63.2	31.3	0.0	61.8	0.3	0.0	57.1	18.3	20.1
LnGrp LOS	E	D		E	C		E	A		E	B	C
Approach Vol, veh/h		77	A		602	A		1689	A		1855	
Approach Delay, s/veh		44.2			56.5			13.9			20.2	
Approach LOS		D			E			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	56.1	17.0	9.0	14.0	50.0	5.5	20.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	32.5	13.0	18.5	10.0	32.5	10.0	21.5
Max Q Clear Time (g_c+I1), s	5.0	2.0	14.0	3.5	11.4	24.8	2.7	4.7
Green Ext Time (p_c), s	0.0	10.1	0.0	0.2	0.0	5.7	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	766	0	635	0	1132	646	0	1423	680
Future Volume (veh/h)	0	0	0	766	0	635	0	1132	646	0	1423	680
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				1014	0	445	0	1192	0	0	1498	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1239	0	551	0	2053		0	2950	
Arrive On Green				0.34	0.00	0.34	0.00	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h				3619	0	1610	0	3705	1610	0	5358	1610
Grp Volume(v), veh/h				1014	0	445	0	1192	0	0	1498	0
Grp Sat Flow(s),veh/h/ln				1810	0	1610	0	1805	1610	0	1729	1610
Q Serve(g_s), s				23.0	0.0	22.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				23.0	0.0	22.6	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1239	0	551	0	2053		0	2950	
V/C Ratio(X)				0.82	0.00	0.81	0.00	0.58		0.00	0.51	
Avail Cap(c_a), veh/h				1665	0	741	0	2053		0	2950	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.86	0.00	0.00	0.43	0.00
Uniform Delay (d), s/veh				27.0	0.0	26.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				2.5	0.0	4.9	0.0	1.0	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.1	0.0	9.2	0.0	0.3	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.5	0.0	31.8	0.0	1.0	0.0	0.0	0.3	0.0
LnGrp LOS				C	A	C	A	A		A	A	
Approach Vol, veh/h					1459			1192	A		1498	A
Approach Delay, s/veh					30.2			1.0			0.3	
Approach LOS					C			A			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	55.2		55.2		34.8			
Change Period (Y+Rc), s	4.0		4.0		4.0			
Max Green Setting (Gmax), s	40.6		40.6		41.4			
Max Q Clear Time (g_c+I1), s	2.0		2.0		25.0			
Green Ext Time (p_c), s	9.7		13.0		5.8			

Intersection Summary		
HCM 6th Ctrl Delay	11.0	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



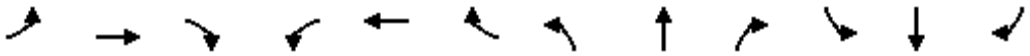
Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	532	0	1017	0	1246	575	0	1950	239	0	0
Future Volume (veh/h)	532	0	1017	0	1246	575	0	1950	239	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	1900		
Adj Flow Rate, veh/h	560	560	1071	0	1312	0	0	2053	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	1638	1638	751	0	2305		0	1604			
Arrive On Green	0.47	0.47	0.47	0.00	0.44	0.00	0.00	0.89	0.00		
Sat Flow, veh/h	3510	3510	1610	0	5358	1610	0	3705	1610		
Grp Volume(v), veh/h	560	560	1071	0	1312	0	0	2053	0		
Grp Sat Flow(s),veh/h/ln	1755	1755	1610	0	1729	1610	0	1805	1610		
Q Serve(g_s), s	9.1	9.1	42.0	0.0	16.9	0.0	0.0	40.0	0.0		
Cycle Q Clear(g_c), s	9.1	9.1	42.0	0.0	16.9	0.0	0.0	40.0	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	1638	1638	751	0	2305		0	1604			
V/C Ratio(X)	0.34	0.34	1.43	0.00	0.57		0.00	1.28			
Avail Cap(c_a), veh/h	1638	1638	751	0	2305		0	1604			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.75	0.00		
Uniform Delay (d), s/veh	15.2	15.2	24.0	0.0	18.6	0.0	0.0	5.0	0.0		
Incr Delay (d2), s/veh	0.1	0.1	199.1	0.0	1.0	0.0	0.0	129.5	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.6	3.6	56.6	0.0	6.1	0.0	0.0	30.6	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	15.4	15.4	223.1	0.0	19.6	0.0	0.0	134.5	0.0		
LnGrp LOS	B	B	F	A	B		A	F			
Approach Vol, veh/h	1631	1631			1312	A		2053	A		
Approach Delay, s/veh	151.8	151.8			19.6			134.5			
Approach LOS	F	F			B			F			

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	44.0	46.0	44.0
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	40.0	42.0	40.0
Max Q Clear Time (g_c+I1), s	18.9	44.0	42.0
Green Ext Time (p_c), s	8.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	110.0
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	473	146	440	742	154	246	2262	897	231	1807	85
Future Volume (veh/h)	95	473	146	440	742	154	246	2262	897	231	1807	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	498	154	463	781	162	259	2381	0	243	1902	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	604	181	479	884	394	326	2557		255	3048	143
Arrive On Green	0.04	0.15	0.15	0.14	0.24	0.24	0.09	0.49	0.00	0.07	0.47	0.47
Sat Flow, veh/h	3510	3957	1187	3510	3610	1610	3510	5187	1610	3510	6446	302
Grp Volume(v), veh/h	100	433	219	463	781	162	259	2381	0	243	1446	545
Grp Sat Flow(s),veh/h/ln	1755	1729	1686	1755	1805	1610	1755	1729	1610	1755	1634	1846
Q Serve(g_s), s	3.1	13.4	13.9	14.4	22.9	9.3	7.9	47.3	0.0	7.6	24.3	24.3
Cycle Q Clear(g_c), s	3.1	13.4	13.9	14.4	22.9	9.3	7.9	47.3	0.0	7.6	24.3	24.3
Prop In Lane	1.00		0.70	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	155	528	257	479	884	394	326	2557		255	2318	873
V/C Ratio(X)	0.65	0.82	0.85	0.97	0.88	0.41	0.80	0.93		0.95	0.62	0.62
Avail Cap(c_a), veh/h	160	566	276	479	919	410	415	2557		255	2318	873
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	45.2	45.4	47.3	40.0	34.9	48.9	26.1	0.0	50.8	21.7	21.7
Incr Delay (d2), s/veh	8.4	8.9	20.6	24.3	6.4	0.4	8.1	7.7	0.0	43.1	1.3	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	6.4	7.3	7.9	10.8	3.7	3.8	20.3	0.0	4.8	9.3	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	54.1	65.9	71.5	46.4	35.3	57.0	33.8	0.0	93.9	23.0	25.0
LnGrp LOS	E	D	E	E	D	D	E	C		F	C	C
Approach Vol, veh/h		752			1406			2640	A		2234	
Approach Delay, s/veh		58.3			53.4			36.1			31.2	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	58.2	19.0	20.8	14.2	56.0	8.8	30.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	8.0	53.0	15.0	18.0	13.0	48.0	5.0	28.0
Max Q Clear Time (g_c+I1), s	9.6	49.3	16.4	15.9	9.9	26.3	5.1	24.9
Green Ext Time (p_c), s	0.0	3.5	0.0	0.9	0.3	14.9	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	431	254	448	1036	467	330	946	129	417	1390	146
Future Volume (veh/h)	244	431	254	448	1036	467	330	946	129	417	1390	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	257	454	267	472	1091	492	347	996	136	439	1463	154
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	319	1211	376	552	1556	483	413	2072	764	515	2093	220
Arrive On Green	0.09	0.23	0.23	0.16	0.30	0.30	0.12	0.32	0.32	0.15	0.35	0.35
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	6536	1610	3510	6051	636
Grp Volume(v), veh/h	257	454	267	472	1091	492	347	996	136	439	1185	432
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1634	1610	1755	1634	1786
Q Serve(g_s), s	7.9	8.1	16.8	14.4	20.5	33.0	10.6	13.5	5.3	13.4	22.9	23.0
Cycle Q Clear(g_c), s	7.9	8.1	16.8	14.4	20.5	33.0	10.6	13.5	5.3	13.4	22.9	23.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	319	1211	376	552	1556	483	413	2072	764	515	1695	618
V/C Ratio(X)	0.81	0.37	0.71	0.85	0.70	1.02	0.84	0.48	0.18	0.85	0.70	0.70
Avail Cap(c_a), veh/h	351	1211	376	702	1556	483	479	2072	764	638	1695	618
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.16	0.16	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	35.4	38.7	45.1	34.1	38.5	47.5	30.3	16.6	45.8	31.0	31.1
Incr Delay (d2), s/veh	8.2	0.1	4.1	1.5	0.2	21.2	11.2	0.8	0.5	9.1	2.4	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.4	7.0	6.3	8.5	15.6	5.3	5.4	2.1	6.5	9.3	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	35.5	42.8	46.6	34.4	59.7	58.7	31.1	17.1	54.8	33.5	37.5
LnGrp LOS	E	D	D	D	C	F	E	C	B	D	C	D
Approach Vol, veh/h		978			2055			1479			2056	
Approach Delay, s/veh		43.2			43.2			36.3			38.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.1	38.9	21.3	29.7	17.0	42.0	14.0	37.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	30.0	22.0	22.0	15.0	35.0	11.0	33.0
Max Q Clear Time (g_c+I1), s	15.4	15.5	16.4	18.8	12.6	25.0	9.9	35.0
Green Ext Time (p_c), s	0.7	6.5	0.9	1.3	0.3	7.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	320	128	86	523	79	182	388	158	123	392	184
Future Volume (veh/h)	96	320	128	86	523	79	182	388	158	123	392	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	337	135	91	551	83	192	408	166	129	413	194
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	116	400	168	104	657	104	219	896	360	157	1163	519
Arrive On Green	0.19	0.19	0.19	0.23	0.23	0.23	0.24	0.71	0.71	0.09	0.32	0.32
Sat Flow, veh/h	612	2109	888	444	2810	444	1810	2513	1010	1810	3610	1610
Grp Volume(v), veh/h	309	0	264	385	0	340	192	292	282	129	413	194
Grp Sat Flow(s),veh/h/ln	1869	0	1740	1878	0	1820	1810	1805	1718	1810	1805	1610
Q Serve(g_s), s	19.2	0.0	17.4	23.7	0.0	21.1	12.3	8.2	8.4	8.4	10.5	11.1
Cycle Q Clear(g_c), s	19.2	0.0	17.4	23.7	0.0	21.1	12.3	8.2	8.4	8.4	10.5	11.1
Prop In Lane	0.33		0.51	0.24		0.24	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	354	0	330	439	0	426	219	643	612	157	1163	519
V/C Ratio(X)	0.87	0.00	0.80	0.88	0.00	0.80	0.88	0.45	0.46	0.82	0.36	0.37
Avail Cap(c_a), veh/h	405	0	377	501	0	485	317	643	612	241	1163	519
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.2	0.0	46.5	44.3	0.0	43.3	44.6	12.3	12.3	53.9	31.1	31.3
Incr Delay (d2), s/veh	16.7	0.0	10.5	14.6	0.0	8.2	15.2	2.0	2.1	12.4	0.8	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	0.0	8.5	12.8	0.0	10.4	5.7	3.0	2.9	4.4	4.7	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.9	0.0	57.0	58.9	0.0	51.5	59.9	14.3	14.4	66.3	32.0	33.4
LnGrp LOS	E	A	E	E	A	D	E	B	B	E	C	C
Approach Vol, veh/h		573			725			766			736	
Approach Delay, s/veh		60.7			55.4			25.8			38.4	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.4	46.8		26.7	18.5	42.7		32.1
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	30.0		26.0	21.0	25.0		32.0
Max Q Clear Time (g_c+I1), s	10.4	10.4		21.2	14.3	13.1		25.7
Green Ext Time (p_c), s	0.1	3.5		1.5	0.3	2.7		2.4

Intersection Summary	
HCM 6th Ctrl Delay	43.9
HCM 6th LOS	D



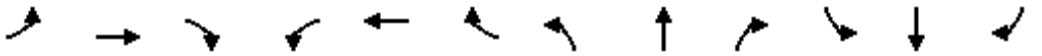
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	164	211	150	222	334	634	171	1023	140	573	1793	601
Future Volume (veh/h)	164	211	150	222	334	634	171	1023	140	573	1793	601
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	173	222	158	234	352	667	180	1077	147	603	1887	633
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	411	280	281	361	322	141	1135	155	382	1318	418
Arrive On Green	0.06	0.20	0.20	0.06	0.20	0.20	0.08	0.36	0.36	0.21	0.49	0.49
Sat Flow, veh/h	1810	2054	1399	1810	1805	1610	1810	3192	435	1810	2696	855
Grp Volume(v), veh/h	173	194	186	234	352	667	180	608	616	603	1228	1292
Grp Sat Flow(s),veh/h/ln	1810	1805	1648	1810	1805	1610	1810	1805	1822	1810	1805	1746
Q Serve(g_s), s	5.0	8.7	9.2	5.0	17.4	18.0	7.0	29.5	29.6	19.0	44.0	44.0
Cycle Q Clear(g_c), s	5.0	8.7	9.2	5.0	17.4	18.0	7.0	29.5	29.6	19.0	44.0	44.0
Prop In Lane	1.00		0.85	1.00		1.00	1.00		0.24	1.00		0.49
Lane Grp Cap(c), veh/h	181	361	330	281	361	322	141	642	648	382	882	854
V/C Ratio(X)	0.96	0.54	0.56	0.83	0.98	2.07	1.28	0.95	0.95	1.58	1.39	1.51
Avail Cap(c_a), veh/h	181	361	330	281	361	322	141	642	648	382	882	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.1	32.3	32.5	34.3	35.8	36.0	41.5	28.2	28.2	35.5	23.0	23.0
Incr Delay (d2), s/veh	54.7	1.6	2.2	19.0	40.6	492.6	169.1	24.8	25.1	272.6	183.0	237.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	3.9	3.8	4.1	11.5	51.0	9.7	16.5	16.8	37.1	61.9	72.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.8	33.8	34.7	53.3	76.4	528.6	210.6	53.0	53.3	308.1	206.0	260.3
LnGrp LOS	F	C	C	D	E	F	F	D	D	F	F	F
Approach Vol, veh/h		553			1253			1404			3123	
Approach Delay, s/veh		51.0			312.8			73.3			248.2	
Approach LOS		D			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	36.0	9.0	22.0	11.0	48.0	9.0	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	32.0	5.0	18.0	7.0	44.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	11.0	31.6	7.0	11.2	9.0	46.0	7.0	20.0
Green Ext Time (p_c), s	0.0	0.3	0.0	1.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	205.0
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1214	1465	145	242	1389	545	167	323	423	142	324	622
Future Volume (veh/h)	1214	1465	145	242	1389	545	167	323	423	142	324	622
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1278	1542	153	255	1462	574	176	340	445	149	341	655
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1149	2621	814	316	1391	432	165	607	271	165	320	542
Arrive On Green	0.33	0.51	0.51	0.18	0.54	0.54	0.09	0.17	0.17	0.09	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	3610	1610	1810	1900	3220
Grp Volume(v), veh/h	1278	1542	153	255	1462	574	176	340	445	149	341	655
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	1805	1610	1810	1900	1610
Q Serve(g_s), s	36.0	23.0	5.7	7.7	29.5	29.5	10.0	9.5	18.5	9.0	18.5	18.5
Cycle Q Clear(g_c), s	36.0	23.0	5.7	7.7	29.5	29.5	10.0	9.5	18.5	9.0	18.5	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1149	2621	814	316	1391	432	165	607	271	165	320	542
V/C Ratio(X)	1.11	0.59	0.19	0.81	1.05	1.33	1.07	0.56	1.64	0.91	1.07	1.21
Avail Cap(c_a), veh/h	1149	2621	814	415	1391	432	165	607	271	165	320	542
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.17	0.17	0.17	0.29	0.29	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	19.2	14.9	44.2	25.5	25.5	50.0	42.0	45.8	49.5	45.8	45.8
Incr Delay (d2), s/veh	53.1	0.2	0.1	2.6	29.1	152.9	90.0	3.7	305.6	44.0	69.3	110.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.6	8.2	2.1	3.0	10.2	26.1	8.6	4.5	30.3	6.0	14.8	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.1	19.3	15.0	46.8	54.6	178.4	140.0	45.7	351.3	93.5	115.0	156.3
LnGrp LOS	F	B	B	D	F	F	F	D	F	F	F	F
Approach Vol, veh/h		2973			2291			961			1145	
Approach Delay, s/veh		49.5			84.7			204.5			135.9	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	59.6	14.0	22.5	40.0	33.5	14.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	52.5	10.0	18.5	36.0	29.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	9.7	25.0	12.0	20.5	38.0	31.5	11.0	20.5
Green Ext Time (p_c), s	0.3	12.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	94.1
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	976	1040	118	82	1140	270	132	80	63	277	79	998
Future Volume (veh/h)	976	1040	118	82	1140	270	132	80	63	277	79	998
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1027	1095	124	86	1200	284	139	84	66	188	229	1051
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1374	3082	957	110	1104	261	304	338	242	304	320	1802
Arrive On Green	0.65	0.99	0.99	0.06	0.26	0.26	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	1810	4188	991	1810	2007	1439	1810	1900	3220
Grp Volume(v), veh/h	1027	1095	124	86	991	493	139	75	75	188	229	1051
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1722	1810	1805	1641	1810	1900	1610
Q Serve(g_s), s	21.8	0.3	0.1	5.2	29.0	29.0	7.6	4.0	4.4	10.6	12.5	0.0
Cycle Q Clear(g_c), s	21.8	0.3	0.1	5.2	29.0	29.0	7.6	4.0	4.4	10.6	12.5	0.0
Prop In Lane	1.00		1.00	1.00		0.58	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	1374	3082	957	110	912	454	304	304	276	304	320	1802
V/C Ratio(X)	0.75	0.36	0.13	0.78	1.09	1.09	0.46	0.25	0.27	0.62	0.72	0.58
Avail Cap(c_a), veh/h	1374	3082	957	181	912	454	304	304	276	304	320	1802
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	0.2	0.2	50.9	40.5	40.5	41.2	39.7	39.9	42.5	43.3	15.8
Incr Delay (d2), s/veh	1.5	0.2	0.2	11.4	56.2	67.7	4.9	1.9	2.4	9.1	12.9	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.1	0.1	2.6	18.6	19.9	3.8	1.9	2.0	5.5	7.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	0.4	0.4	62.3	96.7	108.2	46.1	41.6	42.3	51.5	56.2	17.2
LnGrp LOS	B	A	A	E	F	F	D	D	D	D	E	B
Approach Vol, veh/h		2246			1570			289			1468	
Approach Delay, s/veh		7.9			98.4			44.0			27.7	
Approach LOS		A			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	71.9		22.5	49.5	33.0		22.5
Change Period (Y+Rc), s	4.0	6.5		4.0	6.5	* 4		4.0
Max Green Setting (Gmax), s	11.3	43.5		18.5	28.0	* 29		18.5
Max Q Clear Time (g_c+I1), s	7.2	2.3		14.5	23.8	31.0		9.6
Green Ext Time (p_c), s	0.0	8.7		2.5	1.7	0.0		0.8

Intersection Summary	
HCM 6th Ctrl Delay	40.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1274	41	2	1170	106	115	22	8	176	17	207
Future Volume (veh/h)	65	1274	41	2	1170	106	115	22	8	176	17	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	1341	43	2	1232	112	121	23	8	185	18	218
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1959	874	5	2404	218	387	465	162	270	29	271
Arrive On Green	0.05	0.54	0.54	0.00	0.50	0.50	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1810	3610	1610	1810	4839	440	1162	1347	469	646	84	784
Grp Volume(v), veh/h	68	1341	43	2	880	464	121	0	31	421	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1821	1162	0	1816	1513	0	0
Q Serve(g_s), s	4.1	29.7	1.4	0.1	18.9	18.9	0.0	0.0	1.3	26.6	0.0	0.0
Cycle Q Clear(g_c), s	4.1	29.7	1.4	0.1	18.9	18.9	12.0	0.0	1.3	27.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.26	0.44		0.52
Lane Grp Cap(c), veh/h	88	1959	874	5	1718	905	387	0	627	570	0	0
V/C Ratio(X)	0.77	0.68	0.05	0.41	0.51	0.51	0.31	0.00	0.05	0.74	0.00	0.00
Avail Cap(c_a), veh/h	165	1959	874	165	1718	905	387	0	627	570	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.7	18.3	11.8	54.8	18.7	18.7	27.5	0.0	24.0	32.7	0.0	0.0
Incr Delay (d2), s/veh	13.2	2.0	0.1	47.1	1.1	2.1	2.1	0.0	0.1	8.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	11.2	0.5	0.1	7.0	7.6	2.7	0.0	0.6	11.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	20.3	11.9	101.9	19.8	20.8	29.6	0.0	24.1	41.1	0.0	0.0
LnGrp LOS	E	C	B	F	B	C	C	A	C	D	A	A
Approach Vol, veh/h		1452			1346			152			421	
Approach Delay, s/veh		22.1			20.2			28.5			41.1	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.3	63.7		42.0	9.4	58.6		42.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	50.0		38.0	10.0	50.0		38.0
Max Q Clear Time (g_c+I1), s	2.1	31.7		29.8	6.1	20.9		14.0
Green Ext Time (p_c), s	0.0	8.5		1.8	0.0	9.2		0.6

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1165	33	2	910	112	7
Future Volume (veh/h)	1165	33	2	910	112	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1226	35	2	958	118	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2277	1015	5	2447	422	376
Arrive On Green	0.63	0.63	0.00	0.68	0.23	0.23
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1226	35	2	958	118	7
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	17.1	0.7	0.1	10.5	4.8	0.3
Cycle Q Clear(g_c), s	17.1	0.7	0.1	10.5	4.8	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2277	1015	5	2447	422	376
V/C Ratio(X)	0.54	0.03	0.41	0.39	0.28	0.02
Avail Cap(c_a), veh/h	2277	1015	201	2447	422	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.78	0.78	1.00	1.00
Uniform Delay (d), s/veh	9.3	6.3	44.8	6.4	28.3	26.6
Incr Delay (d2), s/veh	0.9	0.1	37.4	0.4	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.2	0.1	2.8	2.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.2	6.3	82.2	6.7	29.9	26.7
LnGrp LOS	B	A	F	A	C	C
Approach Vol, veh/h	1261			960	125	
Approach Delay, s/veh	10.1			6.9	29.8	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.2	60.8				65.0	25.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	10.0	47.0				61.0	21.0
Max Q Clear Time (g_c+I1), s	12.1	19.1				12.5	6.8
Green Ext Time (p_c), s	0.0	9.1				6.9	0.3

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	440	1268	344	163	940	87	373	407	280	79	272	205
Future Volume (veh/h)	440	1268	344	163	940	87	373	407	280	79	272	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	458	1321	358	170	979	91	389	424	292	82	283	214
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	504	1192	871	222	902	402	381	743	630	104	472	346
Arrive On Green	0.14	0.33	0.33	0.06	0.25	0.25	0.21	0.39	0.39	0.02	0.08	0.08
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	1810	1900	1610	1810	1986	1457
Grp Volume(v), veh/h	458	1321	358	170	979	91	389	424	292	82	256	241
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1810	1900	1610	1810	1805	1638
Q Serve(g_s), s	18.0	46.2	18.4	6.7	35.0	6.3	29.5	24.5	18.9	6.3	19.2	19.9
Cycle Q Clear(g_c), s	18.0	46.2	18.4	6.7	35.0	6.3	29.5	24.5	18.9	6.3	19.2	19.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.89
Lane Grp Cap(c), veh/h	504	1192	871	222	902	402	381	743	630	104	429	390
V/C Ratio(X)	0.91	1.11	0.41	0.76	1.09	0.23	1.02	0.57	0.46	0.79	0.60	0.62
Avail Cap(c_a), veh/h	527	1192	871	527	902	402	381	743	630	213	429	390
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	59.0	46.9	19.0	64.5	52.5	41.7	55.3	33.4	31.7	67.8	58.0	58.3
Incr Delay (d2), s/veh	18.5	61.0	1.4	2.1	55.8	1.3	51.3	3.2	2.4	4.9	5.8	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	29.9	6.7	3.0	22.3	2.6	18.3	11.4	7.4	3.1	10.0	9.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	107.9	20.4	66.6	108.3	43.0	106.6	36.5	34.1	72.7	63.9	65.3
LnGrp LOS	E	F	C	E	F	D	F	D	C	E	E	E
Approach Vol, veh/h		2137			1240			1105			579	
Approach Delay, s/veh		86.7			97.8			60.6			65.7	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	53.1	33.0	41.0	24.1	41.9	11.5	62.5
Change Period (Y+Rc), s	4.0	* 6.9	3.5	7.7	4.0	* 6.9	3.5	7.7
Max Green Setting (Gmax), s	21.0	* 34	29.5	33.3	21.0	* 35	16.5	46.3
Max Q Clear Time (g_c+I1), s	19.7	48.2	31.5	21.9	20.0	37.0	8.3	26.5
Green Ext Time (p_c), s	0.2	0.0	0.0	1.3	0.1	0.0	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	81.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	392	918	446	93	496	222	203	710	380	249	359	120
Future Volume (veh/h)	392	918	446	93	496	222	203	710	380	249	359	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	396	927	451	94	501	224	205	717	384	252	363	121
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	454	946	916	143	1000	445	257	673	364	220	855	584
Arrive On Green	0.13	0.50	0.50	0.04	0.41	0.41	0.07	0.19	0.19	0.12	0.24	0.24
Sat Flow, veh/h	3619	1900	1610	3619	2430	1081	3619	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	396	927	451	94	372	353	205	717	384	252	363	121
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1705	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	15.0	67.0	23.5	3.6	21.4	21.5	7.8	26.1	26.1	17.0	11.9	7.3
Cycle Q Clear(g_c), s	15.0	67.0	23.5	3.6	21.4	21.5	7.8	26.1	26.1	17.0	11.9	7.3
Prop In Lane	1.00		1.00	1.00		0.63	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	454	946	916	143	743	702	257	673	364	220	855	584
V/C Ratio(X)	0.87	0.98	0.49	0.66	0.50	0.50	0.80	1.07	1.06	1.15	0.42	0.21
Avail Cap(c_a), veh/h	543	946	916	259	743	702	310	673	364	220	855	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.1	34.5	18.1	66.3	30.5	30.6	64.0	56.9	54.2	61.5	45.3	30.8
Incr Delay (d2), s/veh	12.7	24.9	1.9	5.1	2.4	2.6	11.5	53.4	62.7	106.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	35.1	8.5	1.7	9.4	9.0	3.9	16.4	18.6	14.0	5.2	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	59.3	20.0	71.4	32.9	33.1	75.6	110.4	116.9	167.5	45.4	30.8
LnGrp LOS	E	E	B	E	C	C	E	F	F	F	D	C
Approach Vol, veh/h		1774			819			1306			736	
Approach Delay, s/veh		52.3			37.4			106.8			84.8	
Approach LOS		D			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	76.5	13.9	40.1	21.6	64.4	21.0	33.0
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	4.0	* 6.8	4.0	6.9
Max Green Setting (Gmax), s	10.0	* 65	12.0	31.1	21.0	* 54	17.0	26.1
Max Q Clear Time (g_c+I1), s	5.6	69.0	9.8	13.9	17.0	23.5	19.0	28.1
Green Ext Time (p_c), s	0.1	0.0	0.1	1.3	0.5	2.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	70.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	1	236	0	99	1	1191	332	234	609	2
Future Volume (veh/h)	0	2	1	236	0	99	1	1191	332	234	609	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	1	248	0	104	1	1254	349	246	641	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	365	309	326	0	309	2	1946	868	272	2540	8
Arrive On Green	0.00	0.19	0.19	0.19	0.00	0.19	0.00	0.54	0.54	0.15	0.69	0.69
Sat Flow, veh/h	0	1900	1610	1430	0	1610	1810	3610	1610	1810	3691	12
Grp Volume(v), veh/h	0	2	1	248	0	104	1	1254	349	246	313	330
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1430	0	1610	1810	1805	1610	1810	1805	1898
Q Serve(g_s), s	0.0	0.1	0.1	23.6	0.0	7.8	0.1	34.4	17.9	18.7	9.2	9.2
Cycle Q Clear(g_c), s	0.0	0.1	0.1	23.8	0.0	7.8	0.1	34.4	17.9	18.7	9.2	9.2
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	365	309	326	0	309	2	1946	868	272	1242	1306
V/C Ratio(X)	0.00	0.01	0.00	0.76	0.00	0.34	0.41	0.64	0.40	0.90	0.25	0.25
Avail Cap(c_a), veh/h	0	441	374	409	0	403	136	1946	868	355	1242	1306
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	45.8	45.7	55.4	0.0	48.9	69.8	22.8	19.0	58.5	8.2	8.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.4	0.0	0.6	82.3	1.7	1.4	21.4	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	9.0	0.0	3.2	0.1	13.8	6.5	9.9	3.3	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	45.8	45.7	61.7	0.0	49.5	152.2	24.5	20.4	79.9	8.7	8.7
LnGrp LOS	A	D	D	E	A	D	F	C	C	E	A	A
Approach Vol, veh/h		3			352			1604			889	
Approach Delay, s/veh		45.8			58.1			23.6			28.4	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.7	102.9		33.4	24.6	82.1		33.4
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		* 6.5
Max Green Setting (Gmax), s	10.5	* 80		* 33	27.5	* 63		* 35
Max Q Clear Time (g_c+I1), s	12.1	11.2		2.1	20.7	36.4		25.8
Green Ext Time (p_c), s	0.0	2.0		0.0	0.4	10.8		1.1

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	0	71	128	0	214	28	1326	87	146	778	26
Future Volume (veh/h)	62	0	71	128	0	214	28	1326	87	146	778	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	0	75	135	0	225	29	1396	92	154	819	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	392	0	349	191	0	170	44	1497	98	178	1818	60
Arrive On Green	0.22	0.00	0.22	0.11	0.00	0.11	0.02	0.44	0.44	0.10	0.51	0.51
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3438	226	1810	3566	118
Grp Volume(v), veh/h	65	0	75	135	0	225	29	731	757	154	414	432
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1859	1810	1805	1879
Q Serve(g_s), s	4.1	0.0	5.4	10.1	0.0	14.8	2.2	53.8	54.3	11.7	20.5	20.5
Cycle Q Clear(g_c), s	4.1	0.0	5.4	10.1	0.0	14.8	2.2	53.8	54.3	11.7	20.5	20.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		0.06
Lane Grp Cap(c), veh/h	392	0	349	191	0	170	44	786	810	178	920	958
V/C Ratio(X)	0.17	0.00	0.21	0.71	0.00	1.32	0.66	0.93	0.94	0.86	0.45	0.45
Avail Cap(c_a), veh/h	392	0	349	191	0	170	78	819	843	194	920	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	0.0	45.1	60.5	0.0	62.6	67.7	37.5	37.6	62.2	21.8	21.8
Incr Delay (d2), s/veh	0.9	0.0	1.4	19.7	0.0	179.8	15.9	16.5	17.0	32.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	2.2	5.6	0.0	14.4	1.2	25.7	26.8	6.8	8.2	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	0.0	46.5	80.1	0.0	242.4	83.6	54.0	54.7	94.7	22.2	22.2
LnGrp LOS	D	A	D	F	A	F	F	D	D	F	C	C
Approach Vol, veh/h		140			360			1517			1000	
Approach Delay, s/veh		46.0			181.6			54.9			33.3	
Approach LOS		D			F			D			C	

Timer - Assigned Phs	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	34.3	17.8	67.5		20.4	7.4	77.9
Change Period (Y+Rc), s	4.0	4.0	* 6.5		5.6	4.0	6.5
Max Green Setting (Gmax), s	28.6	15.0	* 64		14.8	6.0	70.5
Max Q Clear Time (g_c+I1), s	7.4	13.7	56.3		16.8	4.2	22.5
Green Ext Time (p_c), s	1.0	0.1	4.7		0.0	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	62.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	67.5

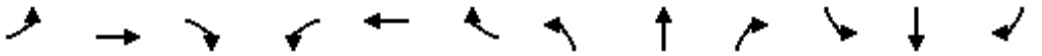
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	234	249	41	1431	1075	108
Future Vol, veh/h	234	249	41	1431	1075	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	241	257	42	1475	1108	111

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1986	610	1219	0	-	0
Stage 1	1164	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*~ 92	*650	965	-	-	-
Stage 1	*613	-	-	-	-	-
Stage 2	*397	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*~ 88	*650	965	-	-	-
Mov Cap-2 Maneuver	*~ 88	-	-	-	-	-
Stage 1	*586	-	-	-	-	-
Stage 2	*397	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 438.1	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	965	-	88	650	-	-
HCM Lane V/C Ratio	0.044	-	2.741	0.395	-	-
HCM Control Delay (s)	8.9	-	$ 889.3	14.1	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	23.1	1.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	818	370	236	377	96	305	912	124	191	716	341
Future Volume (veh/h)	265	818	370	236	377	96	305	912	124	191	716	341
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	279	861	389	248	397	101	321	960	0	201	754	359
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	332	1143	510	321	896	226	371	1034		254	913	407
Arrive On Green	0.03	0.10	0.10	0.09	0.31	0.31	0.11	0.29	0.00	0.07	0.25	0.25
Sat Flow, veh/h	3510	3610	1610	3510	2856	719	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	279	861	389	248	249	249	321	960	0	201	754	359
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1771	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	7.1	20.9	21.2	6.2	9.9	10.1	8.1	23.3	0.0	5.1	17.7	19.3
Cycle Q Clear(g_c), s	7.1	20.9	21.2	6.2	9.9	10.1	8.1	23.3	0.0	5.1	17.7	19.3
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	1143	510	321	566	555	371	1034		254	913	407
V/C Ratio(X)	0.84	0.75	0.76	0.77	0.44	0.45	0.87	0.93		0.79	0.83	0.88
Avail Cap(c_a), veh/h	332	1143	510	347	566	555	371	1043		254	923	411
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	36.9	37.0	40.0	24.6	24.7	39.6	31.2	0.0	41.1	31.7	32.3
Incr Delay (d2), s/veh	14.4	3.9	8.9	8.3	2.5	2.6	18.2	14.0	0.0	22.0	6.4	19.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	10.5	10.2	2.9	4.2	4.2	4.2	11.1	0.0	2.8	7.9	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	40.8	45.9	48.3	27.1	27.3	57.8	45.3	0.0	63.1	38.2	52.0
LnGrp LOS	E	D	D	D	C	C	E	D		E	D	D
Approach Vol, veh/h		1529			746			1281	A		1314	
Approach Delay, s/veh		45.1			34.2			48.4			45.8	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	34.5	14.0	28.8	13.0	34.2	11.0	31.8
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	8.9	27.6	9.5	23.0	8.5	28.0	6.5	26.0
Max Q Clear Time (g_c+I1), s	8.2	23.2	10.1	21.3	9.1	12.1	7.1	25.3
Green Ext Time (p_c), s	0.0	2.8	0.0	1.2	0.0	2.7	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	315	421	243	112	73	163	1414	434	91	1501	27
Future Volume (veh/h)	83	315	421	243	112	73	163	1414	434	91	1501	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	87	332	0	256	118	0	172	1488	0	96	1580	28
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	463		333	581		245	2753		123	2777	49
Arrive On Green	0.06	0.13	0.00	0.09	0.16	0.00	0.14	1.00	0.00	0.07	0.53	0.53
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	5187	1610	1810	5248	93
Grp Volume(v), veh/h	87	332	0	256	118	0	172	1488	0	96	1041	567
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1729	1610	1810	1729	1883
Q Serve(g_s), s	4.3	7.9	0.0	6.4	2.6	0.0	4.2	0.0	0.0	4.7	18.3	18.3
Cycle Q Clear(g_c), s	4.3	7.9	0.0	6.4	2.6	0.0	4.2	0.0	0.0	4.7	18.3	18.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	113	463		333	581		245	2753		123	1830	997
V/C Ratio(X)	0.77	0.72		0.77	0.20		0.70	0.54		0.78	0.57	0.57
Avail Cap(c_a), veh/h	201	874		390	874		390	2753		201	1830	997
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.68	0.68	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.6	37.7	0.0	39.8	32.7	0.0	37.8	0.0	0.0	41.3	14.3	14.3
Incr Delay (d2), s/veh	10.7	2.1	0.0	7.7	0.2	0.0	2.5	0.5	0.0	10.0	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	3.6	0.0	3.1	1.1	0.0	1.7	0.1	0.0	2.3	6.3	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.2	39.7	0.0	47.5	32.9	0.0	40.3	0.5	0.0	51.3	15.6	16.6
LnGrp LOS	D	D		D	C		D	A		D	B	B
Approach Vol, veh/h		419	A		374	A		1660	A		1704	
Approach Delay, s/veh		42.3			42.9			4.6			17.9	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	51.8	12.5	15.6	10.3	51.6	9.6	18.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	32.2	10.0	21.8	10.0	32.2	10.0	21.8
Max Q Clear Time (g_c+I1), s	6.3	2.0	8.4	9.9	6.2	20.3	6.3	4.6
Green Ext Time (p_c), s	0.1	11.9	0.1	1.6	0.2	7.3	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	439	0	500	0	1511	786	0	1620	545
Future Volume (veh/h)	0	0	0	439	0	500	0	1511	786	0	1620	545
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				616	0	330	0	1542	0	0	1653	0
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				898	0	399	0	2394		0	3439	
Arrive On Green				0.25	0.00	0.25	0.00	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h				3619	0	1610	0	3705	1610	0	5358	1610
Grp Volume(v), veh/h				616	0	330	0	1542	0	0	1653	0
Grp Sat Flow(s),veh/h/ln				1810	0	1610	0	1805	1610	0	1729	1610
Q Serve(g_s), s				13.9	0.0	17.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				13.9	0.0	17.4	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				898	0	399	0	2394		0	3439	
V/C Ratio(X)				0.69	0.00	0.83	0.00	0.64		0.00	0.48	
Avail Cap(c_a), veh/h				1206	0	537	0	2394		0	3439	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.76	0.00	0.00	0.54	0.00
Uniform Delay (d), s/veh				30.7	0.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				1.0	0.0	7.7	0.0	1.0	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.1	0.0	7.5	0.0	0.3	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.7	0.0	39.7	0.0	1.0	0.0	0.0	0.3	0.0
LnGrp LOS				C	A	D	A	A		A	A	
Approach Vol, veh/h					946			1542	A		1653	A
Approach Delay, s/veh					34.5			1.0			0.3	
Approach LOS					C			A			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	63.7		63.7		26.3			
Change Period (Y+Rc), s	4.0		4.0		4.0			
Max Green Setting (Gmax), s	52.0		52.0		30.0			
Max Q Clear Time (g_c+I1), s	2.0		2.0		19.4			
Green Ext Time (p_c), s	15.6		16.3		2.9			

Intersection Summary		
HCM 6th Ctrl Delay	8.4	
HCM 6th LOS	A	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	529	0	588	0	1768	798	0	1575	484	0	0
Future Volume (veh/h)	529	0	588	0	1768	798	0	1575	484	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	1900		
Adj Flow Rate, veh/h	545	545	606	0	1823	0	0	1624	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	1385	1385	635	0	2680		0	1865			
Arrive On Green	0.39	0.39	0.39	0.00	0.52	0.00	0.00	1.00	0.00		
Sat Flow, veh/h	3510	3510	1610	0	5358	1610	0	3705	1610		
Grp Volume(v), veh/h	545	545	606	0	1823	0	0	1624	0		
Grp Sat Flow(s),veh/h/ln	1755	1755	1610	0	1729	1610	0	1805	1610		
Q Serve(g_s), s	10.0	10.0	32.9	0.0	23.6	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	10.0	10.0	32.9	0.0	23.6	0.0	0.0	0.0	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	1385	1385	635	0	2680		0	1865			
V/C Ratio(X)	0.39	0.39	0.95	0.00	0.68		0.00	0.87			
Avail Cap(c_a), veh/h	1404	1404	644	0	2680		0	1865			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.83	0.00		
Uniform Delay (d), s/veh	19.5	19.5	26.5	0.0	16.2	0.0	0.0	0.0	0.0		
Incr Delay (d2), s/veh	0.2	0.2	24.5	0.0	1.4	0.0	0.0	5.0	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.1	4.1	16.4	0.0	8.1	0.0	0.0	1.3	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	19.7	19.7	50.9	0.0	17.6	0.0	0.0	5.0	0.0		
LnGrp LOS	B	B	D	A	B		A	A			
Approach Vol, veh/h	1151	1151			1823	A		1624	A		
Approach Delay, s/veh	36.1	36.1			17.6			5.0			
Approach LOS	D	D			B			A			

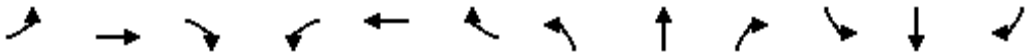
Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	50.5	39.5	50.5
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	46.0	36.0	46.0
Max Q Clear Time (g_c+I1), s	25.6	34.9	2.0
Green Ext Time (p_c), s	12.4	0.6	16.5

Intersection Summary	
HCM 6th Ctrl Delay	17.8
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	641	200	600	718	267	195	2218	684	382	2172	142
Future Volume (veh/h)	89	641	200	600	718	267	195	2218	684	382	2172	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	675	211	632	756	281	205	2335	0	402	2286	149
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	643	198	574	1027	458	266	2169		383	2852	186
Arrive On Green	0.04	0.16	0.16	0.16	0.28	0.28	0.08	0.42	0.00	0.11	0.45	0.45
Sat Flow, veh/h	3510	3931	1210	3510	3610	1610	3510	5187	1610	3510	6317	411
Grp Volume(v), veh/h	94	593	293	632	756	281	205	2335	0	402	1773	662
Grp Sat Flow(s),veh/h/ln	1755	1729	1682	1755	1805	1610	1755	1729	1610	1755	1634	1826
Q Serve(g_s), s	2.9	18.0	18.0	18.0	20.9	16.6	6.3	46.0	0.0	12.0	34.2	34.3
Cycle Q Clear(g_c), s	2.9	18.0	18.0	18.0	20.9	16.6	6.3	46.0	0.0	12.0	34.2	34.3
Prop In Lane	1.00		0.72	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	151	566	275	574	1027	458	266	2169		383	2213	824
V/C Ratio(X)	0.62	1.05	1.07	1.10	0.74	0.61	0.77	1.08		1.05	0.80	0.80
Avail Cap(c_a), veh/h	160	566	275	574	1027	458	287	2169		383	2213	824
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.56	0.56	0.56	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	46.0	46.0	46.0	35.6	34.1	49.9	32.0	0.0	49.0	25.9	26.0
Incr Delay (d2), s/veh	6.8	50.8	72.8	59.7	1.6	1.4	11.3	43.6	0.0	59.6	3.2	8.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	11.7	13.0	12.5	9.3	6.6	3.2	27.3	0.0	8.4	13.5	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.6	96.8	118.8	105.7	37.2	35.5	61.2	75.6	0.0	108.6	29.1	34.1
LnGrp LOS	E	F	F	F	D	D	E	F		F	C	C
Approach Vol, veh/h		980			1669			2540	A		2837	
Approach Delay, s/veh		99.7			62.8			74.5			41.5	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	50.0	22.0	22.0	12.3	53.7	8.7	35.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	12.0	46.0	18.0	18.0	9.0	49.0	5.0	31.0
Max Q Clear Time (g_c+I1), s	14.0	48.0	20.0	20.0	8.3	36.3	4.9	22.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	11.0	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	63.5
HCM 6th LOS	E

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	459	1151	536	539	803	481	482	1466	576	674	1272	171
Future Volume (veh/h)	459	1151	536	539	803	481	482	1466	576	674	1272	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	483	1212	564	567	845	506	507	1543	606	709	1339	180
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	545	1179	366	574	1222	379	571	1723	688	702	1768	237
Arrive On Green	0.16	0.23	0.23	0.16	0.24	0.24	0.16	0.26	0.26	0.20	0.30	0.30
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	6536	1610	3510	5873	787
Grp Volume(v), veh/h	483	1212	564	567	845	506	507	1543	606	709	1117	402
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1634	1610	1755	1634	1758
Q Serve(g_s), s	14.8	25.0	25.0	17.7	16.4	25.9	15.6	25.0	29.0	22.0	22.7	22.8
Cycle Q Clear(g_c), s	14.8	25.0	25.0	17.7	16.4	25.9	15.6	25.0	29.0	22.0	22.7	22.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	545	1179	366	574	1222	379	571	1723	688	702	1476	529
V/C Ratio(X)	0.89	1.03	1.54	0.99	0.69	1.33	0.89	0.90	0.88	1.01	0.76	0.76
Avail Cap(c_a), veh/h	574	1179	366	574	1222	379	606	1723	688	702	1476	529
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.46	0.13	0.13	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	42.5	42.5	45.9	38.4	42.0	45.1	39.0	28.9	44.0	34.8	34.8
Incr Delay (d2), s/veh	7.7	25.4	249.8	10.7	0.2	152.6	14.5	7.7	15.1	36.4	3.7	9.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	13.3	35.2	8.5	6.9	26.2	7.9	10.8	17.1	13.0	9.4	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	67.9	292.3	56.6	38.6	194.6	59.6	46.7	44.0	80.4	38.5	44.7
LnGrp LOS	D	F	F	E	D	F	E	D	D	F	D	D
Approach Vol, veh/h		2259			1918			2656			2228	
Approach Delay, s/veh		120.8			85.1			48.6			52.9	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	33.0	22.0	29.0	21.9	37.1	21.1	29.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	29.0	18.0	25.0	19.0	32.0	18.0	25.0
Max Q Clear Time (g_c+I1), s	24.0	31.0	19.7	27.0	17.6	24.8	16.8	27.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.3	5.1	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	75.4
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	596	173	66	313	27	166	385	139	34	234	161
Future Volume (veh/h)	205	596	173	66	313	27	166	385	139	34	234	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	216	627	182	69	329	28	175	405	146	36	246	169
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	243	739	225	81	404	36	202	1011	360	49	1093	488
Arrive On Green	0.33	0.33	0.33	0.14	0.14	0.14	0.07	0.26	0.26	0.03	0.30	0.30
Sat Flow, veh/h	734	2228	679	577	2891	257	1810	2608	929	1810	3610	1610
Grp Volume(v), veh/h	549	0	476	224	0	202	175	279	272	36	246	169
Grp Sat Flow(s),veh/h/ln	1863	0	1778	1871	0	1854	1810	1805	1733	1810	1805	1610
Q Serve(g_s), s	39.1	0.0	34.3	16.4	0.0	14.8	13.4	17.9	18.2	2.8	7.1	11.4
Cycle Q Clear(g_c), s	39.1	0.0	34.3	16.4	0.0	14.8	13.4	17.9	18.2	2.8	7.1	11.4
Prop In Lane	0.39		0.38	0.31		0.14	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	618	0	589	261	0	259	202	700	672	49	1093	488
V/C Ratio(X)	0.89	0.00	0.81	0.86	0.00	0.78	0.87	0.40	0.41	0.74	0.23	0.35
Avail Cap(c_a), veh/h	705	0	673	321	0	318	297	700	672	90	1093	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.65	0.65	0.65	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	0.0	42.7	58.8	0.0	58.1	63.7	38.3	38.5	67.6	36.5	38.0
Incr Delay (d2), s/veh	12.2	0.0	6.5	17.0	0.0	9.7	11.2	1.1	1.2	19.4	0.5	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.1	0.0	16.1	9.0	0.0	7.6	7.0	8.6	8.4	1.5	3.3	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.5	0.0	49.2	75.8	0.0	67.8	74.9	39.4	39.6	87.1	37.0	40.0
LnGrp LOS	E	A	D	E	A	E	E	D	D	F	D	D
Approach Vol, veh/h		1025			426			726			451	
Approach Delay, s/veh		53.1			72.0			48.1			42.1	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	58.3		50.4	19.6	46.4		23.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	40.0		53.0	23.0	24.0		24.0
Max Q Clear Time (g_c+I1), s	4.8	20.2		41.1	15.4	13.4		18.4
Green Ext Time (p_c), s	0.0	3.3		5.3	0.3	1.6		1.2

Intersection Summary		
HCM 6th Ctrl Delay		52.9
HCM 6th LOS		D



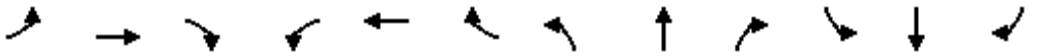
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	511	697	147	150	268	673	80	1382	168	592	1362	208
Future Volume (veh/h)	511	697	147	150	268	673	80	1382	168	592	1362	208
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	538	734	155	158	282	708	84	1455	177	623	1434	219
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	301	791	167	197	361	322	101	1009	122	342	1398	211
Arrive On Green	0.12	0.27	0.27	0.06	0.20	0.20	0.06	0.31	0.31	0.19	0.44	0.44
Sat Flow, veh/h	1810	2966	626	1810	1805	1610	1810	3244	391	1810	3145	474
Grp Volume(v), veh/h	538	447	442	158	282	708	84	803	829	623	815	838
Grp Sat Flow(s),veh/h/ln	1810	1805	1787	1810	1805	1610	1810	1805	1830	1810	1805	1815
Q Serve(g_s), s	11.0	21.7	21.7	5.0	13.3	18.0	4.1	28.0	28.0	17.0	40.0	40.0
Cycle Q Clear(g_c), s	11.0	21.7	21.7	5.0	13.3	18.0	4.1	28.0	28.0	17.0	40.0	40.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.21	1.00		0.26
Lane Grp Cap(c), veh/h	301	481	477	197	361	322	101	562	569	342	802	807
V/C Ratio(X)	1.79	0.93	0.93	0.80	0.78	2.20	0.84	1.43	1.46	1.82	1.02	1.04
Avail Cap(c_a), veh/h	301	481	477	197	361	322	101	562	569	342	802	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	32.2	32.2	31.8	34.1	36.0	42.1	31.0	31.0	36.5	25.0	25.0
Incr Delay (d2), s/veh	367.0	24.4	24.6	20.9	10.6	549.4	42.8	204.0	214.6	381.5	35.9	42.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	35.6	12.4	12.3	2.1	6.8	56.0	3.0	43.5	45.8	43.5	23.9	25.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	393.2	56.5	56.8	52.8	44.7	585.4	84.9	235.0	245.6	418.0	60.9	67.2
LnGrp LOS	F	E	E	D	D	F	F	F	F	F	F	F
Approach Vol, veh/h		1427			1148			1716			2276	
Approach Delay, s/veh		183.5			379.3			232.8			161.0	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	32.0	9.0	28.0	9.0	44.0	15.0	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	28.0	5.0	24.0	5.0	40.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	19.0	30.0	7.0	23.7	6.1	42.0	13.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	222.8
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	623	517	87	125	1602	257	101	75	98	252	231	887
Future Volume (veh/h)	623	517	87	125	1602	257	101	75	98	252	231	887
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	656	544	92	132	1686	271	106	79	103	265	243	934
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	814	2470	767	195	1556	483	165	607	271	280	440	747
Arrive On Green	0.23	0.48	0.48	0.02	0.10	0.10	0.09	0.17	0.17	0.15	0.23	0.23
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	3610	1610	1810	1900	3220
Grp Volume(v), veh/h	656	544	92	132	1686	271	106	79	103	265	243	934
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	1805	1610	1810	1900	1610
Q Serve(g_s), s	19.4	6.8	2.4	4.1	33.0	17.7	6.2	2.0	5.3	16.0	12.4	25.5
Cycle Q Clear(g_c), s	19.4	6.8	2.4	4.1	33.0	17.7	6.2	2.0	5.3	16.0	12.4	25.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	814	2470	767	195	1556	483	165	607	271	280	440	747
V/C Ratio(X)	0.81	0.22	0.12	0.68	1.08	0.56	0.64	0.13	0.38	0.95	0.55	1.25
Avail Cap(c_a), veh/h	814	2470	767	319	1556	483	165	607	271	280	440	747
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.45	0.45	0.45	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	16.9	7.6	53.0	49.6	42.6	48.3	38.9	29.1	46.1	37.2	42.2
Incr Delay (d2), s/veh	5.2	0.2	0.3	1.9	43.4	2.1	8.3	0.4	4.0	39.8	4.9	124.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	2.5	1.3	1.8	21.3	7.9	3.2	0.9	2.8	10.2	6.3	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.1	17.0	7.8	54.9	93.0	44.8	56.6	39.4	33.1	85.8	42.1	166.2
LnGrp LOS	D	B	A	D	F	D	E	D	C	F	D	F
Approach Vol, veh/h		1292			2089			288			1442	
Approach Delay, s/veh		30.6			84.3			43.5			130.5	
Approach LOS		C			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	56.4	14.0	29.5	29.5	37.0	21.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	48.5	10.0	25.5	25.5	33.0	17.0	18.5
Max Q Clear Time (g_c+I1), s	6.1	8.8	8.2	27.5	21.4	35.0	18.0	7.3
Green Ext Time (p_c), s	0.1	3.7	0.0	0.0	1.0	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	81.5
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	671	85	54	792	134	139	24	81	764	86	1267
Future Volume (veh/h)	207	671	85	54	792	134	139	24	81	764	86	1267
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	218	706	89	57	834	141	146	25	85	869	0	1334
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	670	1933	600	74	996	167	304	304	271	987	0	1493
Arrive On Green	0.13	0.25	0.25	0.04	0.22	0.22	0.17	0.17	0.17	0.27	0.00	0.27
Sat Flow, veh/h	3510	5187	1610	1810	4471	751	1810	1805	1610	3619	0	3220
Grp Volume(v), veh/h	218	706	89	57	644	331	146	25	85	869	0	1334
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1765	1810	1805	1610	1810	0	1610
Q Serve(g_s), s	6.2	12.4	4.7	3.4	19.6	19.8	8.0	1.3	5.1	25.3	0.0	20.7
Cycle Q Clear(g_c), s	6.2	12.4	4.7	3.4	19.6	19.8	8.0	1.3	5.1	25.3	0.0	20.7
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	670	1933	600	74	770	393	304	304	271	987	0	1493
V/C Ratio(X)	0.33	0.37	0.15	0.77	0.84	0.84	0.48	0.08	0.31	0.88	0.00	0.89
Avail Cap(c_a), veh/h	670	1933	600	165	770	393	304	304	271	987	0	1493
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.5	30.5	27.7	52.2	40.8	40.9	41.4	38.6	40.2	38.3	0.0	27.0
Incr Delay (d2), s/veh	0.3	0.5	0.5	15.3	10.4	19.3	5.3	0.5	3.0	11.1	0.0	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.2	1.8	1.8	8.9	10.1	4.0	0.6	2.2	12.6	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	31.0	28.1	67.5	51.3	60.2	46.7	39.1	43.2	49.4	0.0	35.6
LnGrp LOS	D	C	C	E	D	E	D	D	D	D	A	D
Approach Vol, veh/h		1013			1032			256			2203	
Approach Delay, s/veh		33.1			55.0			44.8			41.0	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.5	45.0		34.0	25.0	28.5		22.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	35.5		30.0	21.0	24.5		18.5
Max Q Clear Time (g_c+I1), s	5.4	14.4		27.3	8.2	21.8		10.0
Green Ext Time (p_c), s	0.0	4.4		2.2	0.5	1.5		0.6

Intersection Summary	
HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	986	181	28	814	182	51	18	9	61	16	115
Future Volume (veh/h)	350	986	181	28	814	182	51	18	9	61	16	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	368	1038	191	29	857	192	54	19	9	64	17	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	406	2332	1040	48	1903	424	293	266	126	132	50	207
Arrive On Green	0.22	0.65	0.65	0.03	0.45	0.45	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1810	3610	1610	1810	4243	945	1271	1219	577	406	230	950
Grp Volume(v), veh/h	368	1038	191	29	698	351	54	0	28	202	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1730	1271	0	1796	1586	0	0
Q Serve(g_s), s	21.8	15.7	5.2	1.7	15.3	15.5	0.0	0.0	1.4	8.1	0.0	0.0
Cycle Q Clear(g_c), s	21.8	15.7	5.2	1.7	15.3	15.5	6.0	0.0	1.4	12.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.55	1.00		0.32	0.32		0.60
Lane Grp Cap(c), veh/h	406	2332	1040	48	1551	776	293	0	392	389	0	0
V/C Ratio(X)	0.91	0.45	0.18	0.60	0.45	0.45	0.18	0.00	0.07	0.52	0.00	0.00
Avail Cap(c_a), veh/h	625	2332	1040	165	1551	776	293	0	392	389	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.5	9.7	7.8	52.9	21.0	21.0	36.0	0.0	34.2	38.3	0.0	0.0
Incr Delay (d2), s/veh	11.9	0.6	0.4	11.3	0.9	1.9	1.4	0.0	0.4	4.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	5.2	1.6	0.9	5.8	6.1	1.3	0.0	0.6	5.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	10.3	8.2	64.3	21.9	22.9	37.4	0.0	34.5	43.2	0.0	0.0
LnGrp LOS	D	B	A	E	C	C	D	A	C	D	A	A
Approach Vol, veh/h		1597			1078			82			202	
Approach Delay, s/veh		20.0			23.4			36.4			43.2	
Approach LOS		B			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	75.1		28.0	28.7	53.3		28.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	64.0		24.0	38.0	36.0		24.0
Max Q Clear Time (g_c+I1), s	3.7	17.7		14.3	23.8	17.5		8.0
Green Ext Time (p_c), s	0.0	8.7		0.8	0.9	5.9		0.2

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	577	148	24	779	43	8
Future Volume (veh/h)	577	148	24	779	43	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	607	156	25	820	45	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2073	925	47	2326	483	429
Arrive On Green	0.57	0.57	0.03	0.64	0.27	0.27
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	607	156	25	820	45	8
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	7.7	4.1	1.2	9.4	1.7	0.3
Cycle Q Clear(g_c), s	7.7	4.1	1.2	9.4	1.7	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2073	925	47	2326	483	429
V/C Ratio(X)	0.29	0.17	0.54	0.35	0.09	0.02
Avail Cap(c_a), veh/h	2073	925	322	2326	483	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.79	0.79	1.00	1.00
Uniform Delay (d), s/veh	9.8	9.0	43.3	7.4	24.8	24.3
Incr Delay (d2), s/veh	0.4	0.4	7.3	0.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.2	0.6	2.7	0.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.2	9.4	50.6	7.7	25.2	24.4
LnGrp LOS	B	A	D	A	C	C
Approach Vol, veh/h	763			845	53	
Approach Delay, s/veh	10.0			9.0	25.1	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.3	55.7				62.0	28.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	16.0	38.0				58.0	24.0
Max Q Clear Time (g_c+I1), s	3.2	9.7				11.4	3.7
Green Ext Time (p_c), s	0.0	4.2				5.6	0.1

Intersection Summary		
HCM 6th Ctrl Delay	10.0	
HCM 6th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	833	366	403	1629	105	216	290	101	106	508	424
Future Volume (veh/h)	93	833	366	403	1629	105	216	290	101	106	508	424
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	877	385	424	1715	111	227	305	106	112	535	446
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	1267	786	1087	2316	1033	249	484	410	139	363	302
Arrive On Green	0.04	0.35	0.35	0.31	0.64	0.64	0.14	0.25	0.25	0.03	0.06	0.06
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	1810	1900	1610	1810	1868	1557
Grp Volume(v), veh/h	98	877	385	424	1715	111	227	305	106	112	517	464
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1810	1900	1610	1810	1805	1620
Q Serve(g_s), s	3.3	25.0	9.7	11.4	38.9	3.2	14.8	17.1	4.3	7.4	23.3	23.3
Cycle Q Clear(g_c), s	3.3	25.0	9.7	11.4	38.9	3.2	14.8	17.1	4.3	7.4	23.3	23.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.96
Lane Grp Cap(c), veh/h	151	1267	786	1087	2316	1033	249	484	410	139	350	314
V/C Ratio(X)	0.65	0.69	0.49	0.39	0.74	0.11	0.91	0.63	0.26	0.81	1.48	1.48
Avail Cap(c_a), veh/h	410	1267	786	1087	2316	1033	249	484	410	219	350	314
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	56.5	33.4	15.7	32.5	14.7	8.3	51.0	39.7	17.0	57.6	56.2	56.2
Incr Delay (d2), s/veh	1.7	3.1	2.2	0.1	2.2	0.2	34.6	6.1	1.5	4.7	227.4	228.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.9	4.6	4.7	14.0	1.0	8.8	8.4	2.5	3.6	33.3	30.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	36.5	17.8	32.6	16.9	8.5	85.6	45.8	18.5	62.3	283.5	285.0
LnGrp LOS	E	D	B	C	B	A	F	D	B	E	F	F
Approach Vol, veh/h		1360			2250			638			1093	
Approach Delay, s/veh		32.8			19.4			55.4			261.5	
Approach LOS		C			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	49.0	20.0	31.0	9.2	83.4	12.7	38.3
Change Period (Y+Rc), s	* 6.4	* 6.9	3.5	7.7	4.0	* 6.4	3.5	7.7
Max Green Setting (Gmax), s	* 16	* 42	16.5	23.3	14.0	* 45	14.5	25.3
Max Q Clear Time (g_c+I1), s	13.4	27.0	16.8	25.3	5.3	40.9	9.4	19.1
Green Ext Time (p_c), s	0.3	2.8	0.0	0.0	0.1	2.3	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	76.7
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	262	200	425	937	166	386	244	99	130	772	504
Future Volume (veh/h)	79	262	200	425	937	166	386	244	99	130	772	504
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	276	211	447	986	175	406	257	104	137	813	531
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	141	651	726	515	1366	242	392	880	621	164	815	427
Arrive On Green	0.04	0.34	0.34	0.14	0.45	0.45	0.11	0.24	0.24	0.09	0.23	0.23
Sat Flow, veh/h	3619	1900	1610	3619	3064	543	3619	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	83	276	211	447	580	581	406	257	104	137	813	531
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1802	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	2.7	13.4	9.9	14.5	31.5	31.6	13.0	7.0	5.1	8.9	27.0	27.1
Cycle Q Clear(g_c), s	2.7	13.4	9.9	14.5	31.5	31.6	13.0	7.0	5.1	8.9	27.0	27.1
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	651	726	515	805	804	392	880	621	164	815	427
V/C Ratio(X)	0.59	0.42	0.29	0.87	0.72	0.72	1.04	0.29	0.17	0.84	1.00	1.25
Avail Cap(c_a), veh/h	422	651	726	603	805	804	392	880	621	181	815	427
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	30.3	20.8	50.4	27.1	27.2	53.5	37.0	24.2	53.7	46.4	44.1
Incr Delay (d2), s/veh	3.8	2.0	1.0	11.5	5.5	5.6	54.9	0.8	0.6	25.8	30.8	128.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	6.2	3.7	7.1	13.8	13.8	8.6	3.0	1.9	5.1	14.9	27.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.5	32.3	21.8	61.8	32.7	32.8	108.4	37.8	24.8	79.5	77.2	172.7
LnGrp LOS	E	C	C	E	C	C	F	D	C	E	E	F
Approach Vol, veh/h		570			1608			767			1481	
Approach Delay, s/veh		32.6			40.8			73.4			111.7	
Approach LOS		C			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	47.9	17.0	34.0	8.7	60.3	14.9	36.1
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	4.0	* 6.8	4.0	6.9
Max Green Setting (Gmax), s	20.0	* 38	13.0	27.1	14.0	* 44	12.0	28.1
Max Q Clear Time (g_c+I1), s	16.5	15.4	15.0	29.1	4.7	33.6	10.9	9.0
Green Ext Time (p_c), s	0.6	1.1	0.0	0.0	0.1	3.4	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	69.1
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	369	0	155	1	503	221	197	1205	2
Future Volume (veh/h)	1	0	2	369	0	155	1	503	221	197	1205	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	0	2	388	0	163	1	529	233	207	1268	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	60	0	604	60	0	604	2	1268	566	238	1779	3
Arrive On Green	0.38	0.00	0.38	0.38	0.00	0.38	0.00	0.35	0.35	0.13	0.48	0.48
Sat Flow, veh/h	0	0	1610	0	0	1610	1810	3610	1610	1810	3698	6
Grp Volume(v), veh/h	1	0	2	388	0	163	1	529	233	207	619	651
Grp Sat Flow(s),veh/h/ln	0	0	1610	0	0	1610	1810	1805	1610	1810	1805	1899
Q Serve(g_s), s	0.0	0.0	0.1	0.0	0.0	8.4	0.1	13.4	13.2	13.5	32.5	32.5
Cycle Q Clear(g_c), s	45.0	0.0	0.1	45.0	0.0	8.4	0.1	13.4	13.2	13.5	32.5	32.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	60	0	604	60	0	604	2	1268	566	238	868	914
V/C Ratio(X)	0.02	0.00	0.00	6.47	0.00	0.27	0.40	0.42	0.41	0.87	0.71	0.71
Avail Cap(c_a), veh/h	60	0	604	60	0	604	75	1268	566	347	868	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.9	0.0	23.5	60.0	0.0	26.1	59.9	29.6	29.5	51.1	24.6	24.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	2495.0	0.0	0.2	81.9	1.0	2.2	15.0	5.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	43.4	0.0	3.2	0.1	5.6	5.1	6.8	13.7	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	0.0	23.5	2555.0	0.0	26.3	141.7	30.6	31.7	66.1	29.5	29.3
LnGrp LOS	E	A	C	F	A	C	F	C	C	E	C	C
Approach Vol, veh/h		3			551			763			1477	
Approach Delay, s/veh		35.6			1806.9			31.1			34.6	
Approach LOS		D			F			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	19.8	48.7		51.5	4.2	64.3		51.5
Change Period (Y+Rc), s	4.0	* 6.6		* 6.5	4.0	* 6.6		* 6.5
Max Green Setting (Gmax), s	23.0	* 37		* 43	5.0	* 55		* 45
Max Q Clear Time (g_c+I1), s	15.5	15.4		47.0	2.1	34.5		47.0
Green Ext Time (p_c), s	0.3	2.2		0.0	0.0	7.5		0.0

Intersection Summary		
HCM 6th Ctrl Delay	383.1	
HCM 6th LOS	F	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	0	19	207	0	117	60	638	412	322	1139	51
Future Volume (veh/h)	17	0	19	207	0	117	60	638	412	322	1139	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	0	20	218	0	123	63	672	434	339	1199	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1417	0	1261	256	0	228	81	647	417	302	1510	68
Arrive On Green	0.78	0.00	0.78	0.14	0.00	0.14	0.04	0.31	0.31	0.17	0.43	0.43
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	2104	1356	1810	3518	158
Grp Volume(v), veh/h	18	0	20	218	0	123	63	576	530	339	615	638
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1656	1810	1805	1871
Q Serve(g_s), s	0.3	0.0	0.3	14.1	0.0	8.5	4.1	36.9	36.9	20.0	35.4	35.4
Cycle Q Clear(g_c), s	0.3	0.0	0.3	14.1	0.0	8.5	4.1	36.9	36.9	20.0	35.4	35.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.82	1.00		0.08
Lane Grp Cap(c), veh/h	1417	0	1261	256	0	228	81	555	509	302	775	803
V/C Ratio(X)	0.01	0.00	0.02	0.85	0.00	0.54	0.78	1.04	1.04	1.12	0.79	0.79
Avail Cap(c_a), veh/h	1417	0	1261	256	0	228	106	555	509	302	775	803
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	2.8	0.0	2.9	50.3	0.0	47.9	56.7	41.5	41.6	50.0	29.6	29.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	28.1	0.0	8.9	22.9	48.4	50.8	89.5	5.7	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	8.2	0.0	3.8	2.3	22.8	21.2	16.1	15.2	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	2.9	0.0	2.9	78.4	0.0	56.7	79.6	90.0	92.4	139.5	35.3	35.2
LnGrp LOS	A	A	A	E	A	E	E	F	F	F	D	D
Approach Vol, veh/h		38			341			1169			1592	
Approach Delay, s/veh		2.9			70.6			90.5			57.5	
Approach LOS		A			E			F			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	100.0	24.0	43.4	22.6	9.4	58.0
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	28.0	20.0	* 37	17.0	7.0	47.9
Max Q Clear Time (g_c+I1), s	2.3	22.0	38.9	16.1	6.1	37.4
Green Ext Time (p_c), s	0.2	0.0	0.0	0.1	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	70.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	366.6

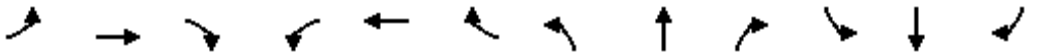
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	177	145	108	1244	1658	131
Future Vol, veh/h	177	145	108	1244	1658	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	186	153	114	1309	1745	138

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2697	942	1883	0	-	0
Stage 1	1814	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*~ 15	*399	*598	-	-	-
Stage 1	*376	-	-	-	-	-
Stage 2	*369	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*~ 12	*399	*598	-	-	-
Mov Cap-2 Maneuver	*~ 12	-	-	-	-	-
Stage 1	*304	-	-	-	-	-
Stage 2	*369	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 3938	1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	* 598	-	12	399	-	-
HCM Lane V/C Ratio	0.19	-	15.526	0.383	-	-
HCM Control Delay (s)	12.4	-	$ 7148.1	19.5	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.7	-	24.6	1.8	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	177	110	359	382	94	306	868	50	79	871	261
Future Volume (veh/h)	292	177	110	359	382	94	306	868	50	79	871	261
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	307	186	116	378	402	99	322	914	0	83	917	275
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	332	953	425	458	863	210	371	1103		234	963	429
Arrive On Green	0.03	0.09	0.09	0.13	0.30	0.30	0.11	0.31	0.00	0.07	0.27	0.27
Sat Flow, veh/h	3510	3610	1610	3510	2877	702	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	307	186	116	378	251	250	322	914	0	83	917	275
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1774	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	7.9	4.3	6.1	9.4	10.2	10.4	8.1	21.2	0.0	2.0	22.5	13.6
Cycle Q Clear(g_c), s	7.9	4.3	6.1	9.4	10.2	10.4	8.1	21.2	0.0	2.0	22.5	13.6
Prop In Lane	1.00		1.00	1.00		0.40	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	953	425	458	542	532	371	1103		234	963	429
V/C Ratio(X)	0.93	0.20	0.27	0.83	0.46	0.47	0.87	0.83		0.35	0.95	0.64
Avail Cap(c_a), veh/h	332	953	425	608	542	532	371	1103		234	963	429
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.3	32.2	33.0	38.1	25.6	25.7	39.6	29.1	0.0	40.1	32.4	29.2
Incr Delay (d2), s/veh	30.0	0.4	1.5	5.3	2.8	3.0	18.6	5.6	0.0	4.2	18.7	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	1.8	2.5	4.1	4.3	4.4	4.2	9.0	0.0	1.0	11.4	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	32.6	34.5	43.4	28.4	28.6	58.2	34.7	0.0	44.3	51.1	32.9
LnGrp LOS	E	C	C	D	C	C	E	C		D	D	C
Approach Vol, veh/h		609			879			1236	A		1275	
Approach Delay, s/veh		53.5			34.9			40.8			46.8	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	29.8	14.0	30.0	13.0	33.0	10.5	33.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	15.6	19.9	9.5	24.0	8.5	27.0	6.0	27.5
Max Q Clear Time (g_c+I1), s	11.4	8.1	10.1	24.5	9.9	12.4	4.0	23.2
Green Ext Time (p_c), s	0.3	1.2	0.0	0.0	0.0	2.6	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	43.3
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	60	112	451	121	133	354	1361	163	57	1567	167
Future Volume (veh/h)	20	60	112	451	121	133	354	1361	163	57	1567	167
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	21	63	0	475	127	0	373	1433	0	60	1649	176
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	41	200		468	599		390	3063		78	2487	265
Arrive On Green	0.02	0.06	0.00	0.13	0.17	0.00	0.22	1.00	0.00	0.04	0.52	0.52
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	5187	1610	1810	4760	507
Grp Volume(v), veh/h	21	63	0	475	127	0	373	1433	0	60	1197	628
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1729	1610	1810	1729	1809
Q Serve(g_s), s	1.0	1.5	0.0	12.0	2.7	0.0	9.4	0.0	0.0	3.0	22.8	22.9
Cycle Q Clear(g_c), s	1.0	1.5	0.0	12.0	2.7	0.0	9.4	0.0	0.0	3.0	22.8	22.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	41	200		468	599		390	3063		78	1807	945
V/C Ratio(X)	0.51	0.32		1.01	0.21		0.96	0.47		0.77	0.66	0.66
Avail Cap(c_a), veh/h	201	742		468	822		390	3063		201	1807	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.63	0.63	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.5	40.9	0.0	39.0	32.4	0.0	34.8	0.0	0.0	42.6	15.7	15.7
Incr Delay (d2), s/veh	9.5	0.9	0.0	45.4	0.2	0.0	25.7	0.3	0.0	14.5	1.9	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.7	0.0	8.0	1.2	0.0	4.7	0.1	0.0	1.6	7.9	8.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	41.8	0.0	84.4	32.6	0.0	60.5	0.3	0.0	57.1	17.6	19.4
LnGrp LOS	D	D		F	C		E	A		E	B	B
Approach Vol, veh/h		84	A		602	A		1806	A		1885	
Approach Delay, s/veh		44.6			73.5			12.7			19.5	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	57.1	16.0	9.0	14.0	51.0	6.0	18.9
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	33.5	12.0	18.5	10.0	33.5	10.0	20.5
Max Q Clear Time (g_c+I1), s	5.0	2.0	14.0	3.5	11.4	24.9	3.0	4.7
Green Ext Time (p_c), s	0.0	11.5	0.0	0.2	0.0	6.3	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	766	0	657	0	1221	646	0	1436	694
Future Volume (veh/h)	0	0	0	766	0	657	0	1221	646	0	1436	694
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				1021	0	461	0	1285	0	0	1512	0
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				1253	0	557	0	2039		0	2930	
Arrive On Green				0.35	0.00	0.35	0.00	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h				3619	0	1610	0	3705	1610	0	5358	1610
Grp Volume(v), veh/h				1021	0	461	0	1285	0	0	1512	0
Grp Sat Flow(s),veh/h/ln				1810	0	1610	0	1805	1610	0	1729	1610
Q Serve(g_s), s				23.1	0.0	23.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				23.1	0.0	23.6	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				1253	0	557	0	2039		0	2930	
V/C Ratio(X)				0.81	0.00	0.83	0.00	0.63		0.00	0.52	
Avail Cap(c_a), veh/h				1608	0	716	0	2039		0	2930	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.84	0.00	0.00	0.42	0.00
Uniform Delay (d), s/veh				26.8	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				2.6	0.0	6.3	0.0	1.3	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.2	0.0	9.8	0.0	0.4	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				29.4	0.0	33.3	0.0	1.3	0.0	0.0	0.3	0.0
LnGrp LOS				C	A	C	A	A		A	A	
Approach Vol, veh/h					1482			1285	A		1512	A
Approach Delay, s/veh					30.6			1.3			0.3	
Approach LOS					C			A			A	

Timer - Assigned Phs	2		6		8			
Phs Duration (G+Y+Rc), s	54.8		54.8		35.2			
Change Period (Y+Rc), s	4.0		4.0		4.0			
Max Green Setting (Gmax), s	42.0		42.0		40.0			
Max Q Clear Time (g_c+I1), s	2.0		2.0		25.6			
Green Ext Time (p_c), s	10.9		13.3		5.6			

Intersection Summary		
HCM 6th Ctrl Delay	11.1	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	586	0	1017	0	1281	575	0	1958	245	0	0
Future Volume (veh/h)	586	0	1017	0	1281	575	0	1958	245	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	1900		
Adj Flow Rate, veh/h	617	617	1071	0	1348	0	0	2061	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	1638	1638	751	0	2305		0	1604			
Arrive On Green	0.47	0.47	0.47	0.00	0.44	0.00	0.00	0.89	0.00		
Sat Flow, veh/h	3510	3510	1610	0	5358	1610	0	3705	1610		
Grp Volume(v), veh/h	617	617	1071	0	1348	0	0	2061	0		
Grp Sat Flow(s),veh/h/ln	1755	1755	1610	0	1729	1610	0	1805	1610		
Q Serve(g_s), s	10.2	10.2	42.0	0.0	17.6	0.0	0.0	40.0	0.0		
Cycle Q Clear(g_c), s	10.2	10.2	42.0	0.0	17.6	0.0	0.0	40.0	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	1638	1638	751	0	2305		0	1604			
V/C Ratio(X)	0.38	0.38	1.43	0.00	0.58		0.00	1.28			
Avail Cap(c_a), veh/h	1638	1638	751	0	2305		0	1604			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.75	0.00		
Uniform Delay (d), s/veh	15.5	15.5	24.0	0.0	18.8	0.0	0.0	5.0	0.0		
Incr Delay (d2), s/veh	0.1	0.1	199.1	0.0	1.1	0.0	0.0	131.7	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.0	4.0	56.6	0.0	6.4	0.0	0.0	31.1	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	15.7	15.7	223.1	0.0	19.9	0.0	0.0	136.7	0.0		
LnGrp LOS	B	B	F	A	B		A	F			
Approach Vol, veh/h	1688	1688			1348	A		2061	A		
Approach Delay, s/veh	147.3	147.3			19.9			136.7			
Approach LOS	F	F			B			F			

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	44.0	46.0	44.0
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	40.0	42.0	40.0
Max Q Clear Time (g_c+I1), s	19.6	44.0	42.0
Green Ext Time (p_c), s	8.9	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	109.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	104	630	301	0	0	23
Future Vol, veh/h	104	630	301	0	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	109	663	317	0	0	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	317	0	-	0	867	159
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	550	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1255	-	-	-	*613	864
Stage 1	-	-	-	-	*717	-
Stage 2	-	-	-	-	*773	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1255	-	-	-	*529	864
Mov Cap-2 Maneuver	-	-	-	-	*529	-
Stage 1	-	-	-	-	*618	-
Stage 2	-	-	-	-	*773	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1255	-	-	-	864
HCM Lane V/C Ratio	0.087	-	-	-	0.028
HCM Control Delay (s)	8.1	0.4	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	104	525	277	0	0	23
Future Vol, veh/h	104	525	277	0	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	109	553	292	0	0	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	292	0	-	0	787	146
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	495	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1281	-	-	-	*590	881
Stage 1	-	-	-	-	*738	-
Stage 2	-	-	-	-	*822	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1281	-	-	-	*517	881
Mov Cap-2 Maneuver	-	-	-	-	*517	-
Stage 1	-	-	-	-	*647	-
Stage 2	-	-	-	-	*822	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1281	-	-	-	881
HCM Lane V/C Ratio	0.085	-	-	-	0.027
HCM Control Delay (s)	8.1	0.4	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	87	438	258	0	0	20
Future Vol, veh/h	87	438	258	0	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	92	461	272	0	0	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	272	0	-	0	687	136
Stage 1	-	-	-	-	272	-
Stage 2	-	-	-	-	415	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1303	-	-	-	*592	894
Stage 1	-	-	-	-	*755	-
Stage 2	-	-	-	-	*872	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1303	-	-	-	*536	894
Mov Cap-2 Maneuver	-	-	-	-	*536	-
Stage 1	-	-	-	-	*683	-
Stage 2	-	-	-	-	*872	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1303	-	-	-	894
HCM Lane V/C Ratio	0.07	-	-	-	0.024
HCM Control Delay (s)	8	0.3	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	403	250	0	0	8
Future Vol, veh/h	35	403	250	0	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	37	424	263	0	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	263	0	-	0	549	132
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	286	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1313	-	-	-	*745	899
Stage 1	-	-	-	-	*763	-
Stage 2	-	-	-	-	*872	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1313	-	-	-	*718	899
Mov Cap-2 Maneuver	-	-	-	-	*718	-
Stage 1	-	-	-	-	*735	-
Stage 2	-	-	-	-	*872	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1313	-	-	-	899
HCM Lane V/C Ratio	0.028	-	-	-	0.009
HCM Control Delay (s)	7.8	0.1	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

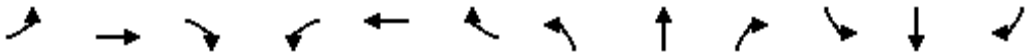
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	373	233	0	0	17
Future Vol, veh/h	30	373	233	0	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	32	393	245	0	0	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	245	0	-	0	506	123
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1333	-	-	-	*735	911
Stage 1	-	-	-	-	*779	-
Stage 2	-	-	-	-	*896	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1333	-	-	-	*712	911
Mov Cap-2 Maneuver	-	-	-	-	*712	-
Stage 1	-	-	-	-	*755	-
Stage 2	-	-	-	-	*896	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1333	-	-	-	911
HCM Lane V/C Ratio	0.024	-	-	-	0.02
HCM Control Delay (s)	7.8	0.1	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	497	146	441	747	155	246	2262	900	234	1807	85
Future Volume (veh/h)	95	497	146	441	747	155	246	2262	900	234	1807	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	523	154	464	786	163	259	2381	0	246	1902	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	692	198	479	957	427	326	2452		255	2918	137
Arrive On Green	0.04	0.17	0.17	0.14	0.27	0.27	0.09	0.47	0.00	0.07	0.45	0.45
Sat Flow, veh/h	3510	4004	1147	3510	3610	1610	3510	5187	1610	3510	6446	302
Grp Volume(v), veh/h	100	450	227	464	786	163	259	2381	0	246	1446	545
Grp Sat Flow(s),veh/h/ln	1755	1729	1693	1755	1805	1610	1755	1729	1610	1755	1634	1846
Q Serve(g_s), s	3.1	13.6	14.1	14.5	22.5	9.1	7.9	49.2	0.0	7.7	25.2	25.2
Cycle Q Clear(g_c), s	3.1	13.6	14.1	14.5	22.5	9.1	7.9	49.2	0.0	7.7	25.2	25.2
Prop In Lane	1.00		0.68	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	155	597	293	479	957	427	326	2452		255	2219	835
V/C Ratio(X)	0.65	0.75	0.78	0.97	0.82	0.38	0.80	0.97		0.96	0.65	0.65
Avail Cap(c_a), veh/h	160	597	293	479	957	427	415	2452		255	2219	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	43.3	43.5	47.3	38.0	33.1	48.9	28.3	0.0	50.9	23.4	23.4
Incr Delay (d2), s/veh	8.4	8.5	18.2	26.9	5.7	1.8	8.1	12.5	0.0	46.1	1.5	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	6.5	7.3	8.1	10.6	3.8	3.8	22.2	0.0	5.0	9.8	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	51.8	61.6	74.1	43.6	34.9	57.0	40.8	0.0	97.0	24.9	27.3
LnGrp LOS	E	D	E	E	D	C	E	D		F	C	C
Approach Vol, veh/h		777			1413			2640	A		2237	
Approach Delay, s/veh		55.7			52.6			42.4			33.4	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	23.0	14.2	53.8	8.8	33.2	12.0	56.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	19.0	13.0	47.0	5.0	29.0	8.0	52.0
Max Q Clear Time (g_c+I1), s	16.5	16.1	9.9	27.2	5.1	24.5	9.7	51.2
Green Ext Time (p_c), s	0.0	1.2	0.3	13.9	0.0	2.3	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	462	254	449	1043	468	330	946	132	420	1390	146
Future Volume (veh/h)	244	462	254	449	1043	468	330	946	132	420	1390	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	257	486	267	473	1098	493	347	996	139	442	1463	154
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	319	1542	479	553	1888	586	413	1642	658	521	1705	179
Arrive On Green	0.09	0.30	0.30	0.16	0.36	0.36	0.12	0.25	0.25	0.15	0.28	0.28
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	6536	1610	3510	6051	636
Grp Volume(v), veh/h	257	486	267	473	1098	493	347	996	139	442	1185	432
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1634	1610	1755	1634	1786
Q Serve(g_s), s	7.9	8.0	15.4	14.4	18.8	30.9	10.6	14.8	6.1	13.5	25.2	25.2
Cycle Q Clear(g_c), s	7.9	8.0	15.4	14.4	18.8	30.9	10.6	14.8	6.1	13.5	25.2	25.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	319	1542	479	553	1888	586	413	1642	658	521	1381	503
V/C Ratio(X)	0.81	0.32	0.56	0.85	0.58	0.84	0.84	0.61	0.21	0.85	0.86	0.86
Avail Cap(c_a), veh/h	351	1542	479	702	1888	586	479	1642	658	670	1381	503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.14	0.14	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.0	30.0	32.6	45.1	28.2	32.1	47.5	36.4	21.0	45.6	37.4	37.4
Incr Delay (d2), s/veh	8.2	0.4	3.1	1.3	0.2	2.2	11.2	1.7	0.7	8.1	7.1	17.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.4	6.4	6.3	7.7	12.1	5.3	6.1	2.4	6.4	10.8	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.2	30.3	35.6	46.4	28.4	34.3	58.7	38.1	21.8	53.7	44.5	54.6
LnGrp LOS	E	C	D	D	C	C	E	D	C	D	D	D
Approach Vol, veh/h		1010			2064			1482			2059	
Approach Delay, s/veh		38.6			33.9			41.4			48.6	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.3	36.7	17.0	35.0	14.0	44.0	20.3	31.6
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	26.0	15.0	31.0	11.0	37.0	21.0	25.0
Max Q Clear Time (g_c+I1), s	16.4	17.4	12.6	27.2	9.9	32.9	15.5	16.8
Green Ext Time (p_c), s	0.9	2.8	0.3	3.0	0.1	3.1	0.8	4.4

Intersection Summary	
HCM 6th Ctrl Delay	40.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	320	135	93	523	79	184	393	160	123	416	184
Future Volume (veh/h)	96	320	135	93	523	79	184	393	160	123	416	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	101	337	142	98	551	83	194	414	168	129	438	194
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	117	402	178	112	656	104	221	883	354	157	1140	509
Arrive On Green	0.19	0.19	0.19	0.24	0.24	0.24	0.24	0.70	0.70	0.09	0.32	0.32
Sat Flow, veh/h	604	2079	922	473	2784	440	1810	2514	1009	1810	3610	1610
Grp Volume(v), veh/h	313	0	267	388	0	344	194	296	286	129	438	194
Grp Sat Flow(s),veh/h/ln	1870	0	1734	1876	0	1821	1810	1805	1718	1810	1805	1610
Q Serve(g_s), s	19.5	0.0	17.6	23.9	0.0	21.3	12.4	8.7	8.9	8.4	11.3	11.2
Cycle Q Clear(g_c), s	19.5	0.0	17.6	23.9	0.0	21.3	12.4	8.7	8.9	8.4	11.3	11.2
Prop In Lane	0.32		0.53	0.25		0.24	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	361	0	335	442	0	429	221	634	603	157	1140	509
V/C Ratio(X)	0.87	0.00	0.80	0.88	0.00	0.80	0.88	0.47	0.47	0.82	0.38	0.38
Avail Cap(c_a), veh/h	421	0	390	500	0	486	317	634	603	241	1140	509
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.9	0.0	46.2	44.2	0.0	43.2	44.5	12.9	12.9	53.9	32.0	31.9
Incr Delay (d2), s/veh	15.4	0.0	9.7	15.0	0.0	8.4	15.3	2.1	2.2	12.4	1.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	0.0	8.5	12.9	0.0	10.6	5.8	3.1	3.0	4.4	5.1	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.3	0.0	55.8	59.2	0.0	51.6	59.8	15.0	15.2	66.3	32.9	34.1
LnGrp LOS	E	A	E	E	A	D	E	B	B	E	C	C
Approach Vol, veh/h		580			732			776			761	
Approach Delay, s/veh		59.3			55.6			26.2			38.9	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.4	46.1		27.2	18.6	41.9		32.3
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	29.0		27.0	21.0	24.0		32.0
Max Q Clear Time (g_c+I1), s	10.4	10.9		21.5	14.4	13.3		25.9
Green Ext Time (p_c), s	0.1	3.5		1.7	0.3	2.7		2.3

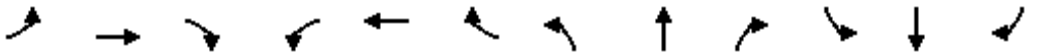
Intersection Summary		
HCM 6th Ctrl Delay	43.9	
HCM 6th LOS	D	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	211	150	222	334	641	171	1047	140	575	1798	602
Future Volume (veh/h)	167	211	150	222	334	641	171	1047	140	575	1798	602
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	222	158	234	352	675	180	1102	147	605	1893	634
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	181	411	280	281	361	322	141	1138	152	382	1318	418
Arrive On Green	0.06	0.20	0.20	0.06	0.20	0.20	0.08	0.36	0.36	0.21	0.49	0.49
Sat Flow, veh/h	1810	2054	1399	1810	1805	1610	1810	3202	426	1810	2697	854
Grp Volume(v), veh/h	176	194	186	234	352	675	180	620	629	605	1231	1296
Grp Sat Flow(s),veh/h/ln	1810	1805	1648	1810	1805	1610	1810	1805	1823	1810	1805	1746
Q Serve(g_s), s	5.0	8.7	9.2	5.0	17.4	18.0	7.0	30.4	30.5	19.0	44.0	44.0
Cycle Q Clear(g_c), s	5.0	8.7	9.2	5.0	17.4	18.0	7.0	30.4	30.5	19.0	44.0	44.0
Prop In Lane	1.00		0.85	1.00		1.00	1.00		0.23	1.00		0.49
Lane Grp Cap(c), veh/h	181	361	330	281	361	322	141	642	648	382	882	854
V/C Ratio(X)	0.97	0.54	0.56	0.83	0.98	2.10	1.28	0.97	0.97	1.58	1.40	1.52
Avail Cap(c_a), veh/h	181	361	330	281	361	322	141	642	648	382	882	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.3	32.3	32.5	34.3	35.8	36.0	41.5	28.5	28.5	35.5	23.0	23.0
Incr Delay (d2), s/veh	59.4	1.6	2.2	19.0	40.6	503.7	169.1	28.2	28.7	274.9	184.7	239.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	3.9	3.8	4.1	11.5	51.9	9.7	17.5	17.8	37.3	62.3	73.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.7	33.8	34.7	53.3	76.4	539.7	210.6	56.7	57.2	310.4	207.7	262.1
LnGrp LOS	F	C	C	D	E	F	F	E	E	F	F	F
Approach Vol, veh/h		556			1261			1429			3132	
Approach Delay, s/veh		52.8			320.1			76.3			250.1	
Approach LOS		D			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	36.0	9.0	22.0	11.0	48.0	9.0	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	9.0	32.0	5.0	18.0	7.0	44.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	11.0	32.5	7.0	11.2	9.0	46.0	7.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	207.8
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1214	1490	145	242	1429	570	167	323	423	142	324	622
Future Volume (veh/h)	1214	1490	145	242	1429	570	167	323	423	142	324	622
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1278	1568	153	255	1504	600	176	340	445	149	341	655
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1149	2621	814	316	1391	432	165	607	271	165	320	542
Arrive On Green	0.33	0.51	0.51	0.18	0.54	0.54	0.09	0.17	0.17	0.09	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	3610	1610	1810	1900	3220
Grp Volume(v), veh/h	1278	1568	153	255	1504	600	176	340	445	149	341	655
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	1805	1610	1810	1900	1610
Q Serve(g_s), s	36.0	23.6	5.7	7.7	29.5	29.5	10.0	9.5	18.5	9.0	18.5	18.5
Cycle Q Clear(g_c), s	36.0	23.6	5.7	7.7	29.5	29.5	10.0	9.5	18.5	9.0	18.5	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1149	2621	814	316	1391	432	165	607	271	165	320	542
V/C Ratio(X)	1.11	0.60	0.19	0.81	1.08	1.39	1.07	0.56	1.64	0.91	1.07	1.21
Avail Cap(c_a), veh/h	1149	2621	814	415	1391	432	165	607	271	165	320	542
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.22	0.22	0.22	0.25	0.25	0.25	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	19.3	14.9	44.2	25.5	25.5	50.0	42.0	45.8	49.5	45.8	45.8
Incr Delay (d2), s/veh	53.8	0.2	0.1	2.3	40.4	178.9	90.0	3.7	305.6	44.0	69.3	110.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.7	8.4	2.1	3.0	11.7	29.3	8.6	4.5	30.3	6.0	14.8	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.8	19.5	15.0	46.4	65.9	204.4	140.0	45.7	351.3	93.5	115.0	156.3
LnGrp LOS	F	B	B	D	F	F	F	D	F	F	F	F
Approach Vol, veh/h		2999			2359			961			1145	
Approach Delay, s/veh		49.7			99.0			204.5			135.9	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	59.6	14.0	22.5	40.0	33.5	14.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	52.5	10.0	18.5	36.0	29.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	9.7	25.6	12.0	20.5	38.0	31.5	11.0	20.5
Green Ext Time (p_c), s	0.3	12.5	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	98.4
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	976	1065	118	82	1205	270	132	80	63	296	79	998
Future Volume (veh/h)	976	1065	118	82	1205	270	132	80	63	296	79	998
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1027	1121	124	86	1268	284	139	84	66	198	243	1051
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1407	3178	987	110	1156	259	304	338	242	304	320	1832
Arrive On Green	0.67	1.00	1.00	0.06	0.27	0.27	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	1810	4238	949	1810	2007	1439	1810	1900	3220
Grp Volume(v), veh/h	1027	1121	124	86	1035	517	139	75	75	198	243	1051
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1729	1810	1805	1641	1810	1900	1610
Q Serve(g_s), s	20.8	0.0	0.0	5.2	30.0	30.0	7.6	4.0	4.4	11.2	13.4	0.0
Cycle Q Clear(g_c), s	20.8	0.0	0.0	5.2	30.0	30.0	7.6	4.0	4.4	11.2	13.4	0.0
Prop In Lane	1.00		1.00	1.00		0.55	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	1407	3178	987	110	943	472	304	304	276	304	320	1832
V/C Ratio(X)	0.73	0.35	0.13	0.78	1.10	1.10	0.46	0.25	0.27	0.65	0.76	0.57
Avail Cap(c_a), veh/h	1407	3178	987	181	943	472	304	304	276	304	320	1832
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	0.0	0.0	50.9	40.0	40.0	41.2	39.7	39.9	42.7	43.6	15.2
Incr Delay (d2), s/veh	1.2	0.2	0.2	11.4	59.5	70.5	4.9	1.9	2.4	10.3	15.6	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.1	0.0	2.6	19.6	21.0	3.8	1.9	2.0	5.9	7.7	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	0.2	0.2	62.3	99.5	110.5	46.1	41.6	42.3	53.1	59.3	16.5
LnGrp LOS	B	A	A	E	F	F	D	D	D	D	E	B
Approach Vol, veh/h		2272			1638			289			1492	
Approach Delay, s/veh		7.1			101.0			44.0			28.3	
Approach LOS		A			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	73.9		22.5	50.6	34.0		22.5
Change Period (Y+Rc), s	4.0	6.5		4.0	6.5	* 4		4.0
Max Green Setting (Gmax), s	11.3	43.5		18.5	27.0	* 30		18.5
Max Q Clear Time (g_c+I1), s	7.2	2.0		15.4	22.8	32.0		9.6
Green Ext Time (p_c), s	0.0	8.9		2.0	1.7	0.0		0.8

Intersection Summary	
HCM 6th Ctrl Delay	41.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1318	41	2	1235	106	115	22	8	176	17	207
Future Volume (veh/h)	65	1318	41	2	1235	106	115	22	8	176	17	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	1387	43	2	1300	112	121	23	8	185	18	218
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1992	889	5	2460	212	374	453	158	264	28	263
Arrive On Green	0.05	0.55	0.55	0.00	0.51	0.51	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1810	3610	1610	1810	4864	419	1162	1347	469	645	82	781
Grp Volume(v), veh/h	68	1387	43	2	924	488	121	0	31	421	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1825	1162	0	1816	1509	0	0
Q Serve(g_s), s	4.1	30.8	1.4	0.1	19.8	19.8	0.0	0.0	1.3	27.1	0.0	0.0
Cycle Q Clear(g_c), s	4.1	30.8	1.4	0.1	19.8	19.8	12.2	0.0	1.3	28.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.26	0.44		0.52
Lane Grp Cap(c), veh/h	88	1992	889	5	1749	923	374	0	611	555	0	0
V/C Ratio(X)	0.77	0.70	0.05	0.41	0.53	0.53	0.32	0.00	0.05	0.76	0.00	0.00
Avail Cap(c_a), veh/h	165	1992	889	165	1749	923	374	0	611	555	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.7	17.9	11.3	54.8	18.3	18.3	28.3	0.0	24.6	33.7	0.0	0.0
Incr Delay (d2), s/veh	13.2	2.0	0.1	47.1	1.1	2.2	2.3	0.0	0.2	9.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	11.5	0.5	0.1	7.3	7.9	2.7	0.0	0.6	11.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	20.0	11.5	101.9	19.5	20.5	30.6	0.0	24.8	43.2	0.0	0.0
LnGrp LOS	E	B	B	F	B	C	C	A	C	D	A	A
Approach Vol, veh/h		1498			1414			152			421	
Approach Delay, s/veh		21.8			19.9			29.4			43.2	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.3	64.7		41.0	9.4	59.6		41.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	51.0		37.0	10.0	51.0		37.0
Max Q Clear Time (g_c+I1), s	2.1	32.8		30.3	6.1	21.8		14.2
Green Ext Time (p_c), s	0.0	8.8		1.6	0.0	9.9		0.6

Intersection Summary		
HCM 6th Ctrl Delay		23.9
HCM 6th LOS		C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1209	33	2	975	112	7
Future Volume (veh/h)	1209	33	2	975	112	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1273	35	2	1026	118	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2277	1015	5	2447	422	376
Arrive On Green	0.63	0.63	0.00	0.68	0.23	0.23
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1273	35	2	1026	118	7
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	18.1	0.7	0.1	11.5	4.8	0.3
Cycle Q Clear(g_c), s	18.1	0.7	0.1	11.5	4.8	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2277	1015	5	2447	422	376
V/C Ratio(X)	0.56	0.03	0.41	0.42	0.28	0.02
Avail Cap(c_a), veh/h	2277	1015	201	2447	422	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.74	0.74	1.00	1.00
Uniform Delay (d), s/veh	9.5	6.3	44.8	6.5	28.3	26.6
Incr Delay (d2), s/veh	1.0	0.1	35.7	0.4	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.2	0.1	3.0	2.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.5	6.3	80.5	6.9	29.9	26.7
LnGrp LOS	B	A	F	A	C	C
Approach Vol, veh/h	1308			1028	125	
Approach Delay, s/veh	10.4			7.1	29.8	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.2	60.8				65.0	25.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	10.3	47.0				61.0	21.0
Max Q Clear Time (g_c+I1), s	12.1	20.1				13.5	6.8
Green Ext Time (p_c), s	0.0	9.4				7.6	0.3

Intersection Summary		
HCM 6th Ctrl Delay	10.0	
HCM 6th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	440	1268	365	170	940	87	405	447	291	79	297	205
Future Volume (veh/h)	440	1268	365	170	940	87	405	447	291	79	297	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	458	1321	380	177	979	91	422	466	303	82	309	214
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	504	1185	868	229	902	402	381	743	630	104	490	331
Arrive On Green	0.14	0.33	0.33	0.07	0.25	0.25	0.21	0.39	0.39	0.02	0.08	0.08
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	1810	1900	1610	1810	2062	1393
Grp Volume(v), veh/h	458	1321	380	177	979	91	422	466	303	82	270	253
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1810	1900	1610	1810	1805	1649
Q Serve(g_s), s	18.0	45.9	19.9	6.9	35.0	6.3	29.5	27.7	19.8	6.3	20.3	20.9
Cycle Q Clear(g_c), s	18.0	45.9	19.9	6.9	35.0	6.3	29.5	27.7	19.8	6.3	20.3	20.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.84
Lane Grp Cap(c), veh/h	504	1185	868	229	902	402	381	743	630	104	429	392
V/C Ratio(X)	0.91	1.11	0.44	0.77	1.09	0.23	1.11	0.63	0.48	0.79	0.63	0.65
Avail Cap(c_a), veh/h	527	1185	868	527	902	402	381	743	630	213	429	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	59.0	47.0	19.5	64.4	52.5	41.7	55.3	34.4	31.9	67.8	58.5	58.8
Incr Delay (d2), s/veh	18.5	63.7	1.6	2.1	55.8	1.3	78.1	4.0	2.6	4.8	6.5	7.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	30.2	7.3	3.1	22.3	2.6	21.2	13.0	7.8	3.1	10.6	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.6	110.7	21.1	66.5	108.3	43.0	133.4	38.3	34.6	72.7	65.0	66.5
LnGrp LOS	E	F	C	E	F	D	F	D	C	E	E	E
Approach Vol, veh/h		2159			1247			1191			605	
Approach Delay, s/veh		87.9			97.6			71.1			66.7	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.2	52.8	33.0	41.0	24.1	41.9	11.5	62.5
Change Period (Y+Rc), s	4.0	* 6.9	3.5	7.7	4.0	* 6.9	3.5	7.7
Max Green Setting (Gmax), s	21.0	* 34	29.5	33.3	21.0	* 35	16.5	46.3
Max Q Clear Time (g_c+I1), s	19.9	47.9	31.5	22.9	20.0	37.0	8.3	29.7
Green Ext Time (p_c), s	0.2	0.0	0.0	1.3	0.1	0.0	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	83.9
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	392	918	464	100	496	222	232	796	391	249	415	120
Future Volume (veh/h)	392	918	464	100	496	222	232	796	391	249	415	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	396	927	469	101	501	224	234	804	395	252	419	121
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	454	928	914	150	983	437	286	725	390	207	852	582
Arrive On Green	0.13	0.49	0.49	0.04	0.40	0.40	0.08	0.20	0.20	0.11	0.24	0.24
Sat Flow, veh/h	3619	1900	1610	3619	2430	1081	3619	3610	1610	1810	3610	1610
Grp Volume(v), veh/h	396	927	469	101	372	353	234	804	395	252	419	121
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1705	1810	1805	1610	1810	1805	1610
Q Serve(g_s), s	15.0	68.2	24.9	3.9	21.6	21.8	8.9	28.1	28.1	16.0	14.0	7.3
Cycle Q Clear(g_c), s	15.0	68.2	24.9	3.9	21.6	21.8	8.9	28.1	28.1	16.0	14.0	7.3
Prop In Lane	1.00		1.00	1.00		0.63	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	454	928	914	150	730	690	286	725	390	207	852	582
V/C Ratio(X)	0.87	1.00	0.51	0.67	0.51	0.51	0.82	1.11	1.01	1.22	0.49	0.21
Avail Cap(c_a), veh/h	543	928	914	259	730	690	336	725	390	207	852	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.1	35.8	18.5	66.2	31.3	31.3	63.5	56.0	53.0	62.0	46.2	30.9
Incr Delay (d2), s/veh	12.7	29.3	2.1	5.1	2.5	2.7	12.8	67.7	48.8	134.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	36.7	9.0	1.8	9.6	9.1	4.5	19.1	18.4	14.8	6.1	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	65.0	20.5	71.3	33.8	34.0	76.3	123.6	101.8	196.0	46.4	30.9
LnGrp LOS	E	E	C	E	C	C	E	F	F	F	D	C
Approach Vol, veh/h		1792			826			1433			792	
Approach Delay, s/veh		55.1			38.5			109.9			91.6	
Approach LOS		E			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	75.2	15.1	39.9	21.6	63.4	20.0	35.0
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	4.0	* 6.8	4.0	6.9
Max Green Setting (Gmax), s	10.0	* 64	13.0	31.1	21.0	* 53	16.0	28.1
Max Q Clear Time (g_c+I1), s	5.9	70.2	10.9	16.0	17.0	23.8	18.0	30.1
Green Ext Time (p_c), s	0.1	0.0	0.2	1.5	0.5	2.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	74.4
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	1	254	0	99	1	1317	361	234	690	2
Future Volume (veh/h)	0	2	1	254	0	99	1	1317	361	234	690	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	1	267	0	104	1	1386	380	246	726	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	387	328	343	0	328	2	1903	849	272	2497	7
Arrive On Green	0.00	0.20	0.20	0.20	0.00	0.20	0.00	0.53	0.53	0.15	0.68	0.68
Sat Flow, veh/h	0	1900	1610	1430	0	1610	1810	3610	1610	1810	3693	10
Grp Volume(v), veh/h	0	2	1	267	0	104	1	1386	380	246	355	373
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1430	0	1610	1810	1805	1610	1810	1805	1898
Q Serve(g_s), s	0.0	0.1	0.1	25.5	0.0	7.7	0.1	41.3	20.5	18.7	11.1	11.1
Cycle Q Clear(g_c), s	0.0	0.1	0.1	25.6	0.0	7.7	0.1	41.3	20.5	18.7	11.1	11.1
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	387	328	343	0	328	2	1903	849	272	1221	1284
V/C Ratio(X)	0.00	0.01	0.00	0.78	0.00	0.32	0.41	0.73	0.45	0.90	0.29	0.29
Avail Cap(c_a), veh/h	0	428	362	399	0	391	136	1903	849	355	1221	1284
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	44.4	44.4	54.6	0.0	47.4	69.8	25.4	20.5	58.5	9.1	9.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	8.2	0.0	0.5	82.3	2.5	1.7	21.4	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	9.9	0.0	3.1	0.1	16.9	7.6	9.9	4.0	4.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	44.4	44.4	62.8	0.0	48.0	152.2	27.9	22.2	79.9	9.7	9.7
LnGrp LOS	A	D	D	E	A	D	F	C	C	E	A	A
Approach Vol, veh/h		3			371			1767			974	
Approach Delay, s/veh		44.4			58.7			26.7			27.4	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.7	101.3		35.0	24.6	80.4		35.0
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		* 6.5
Max Green Setting (Gmax), s	10.5	* 81		* 32	27.5	* 64		* 34
Max Q Clear Time (g_c+I1), s	12.1	13.1		2.1	20.7	43.3		27.6
Green Ext Time (p_c), s	0.0	2.3		0.0	0.4	10.9		0.9

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	0	71	347	0	369	28	1326	230	246	778	26
Future Volume (veh/h)	62	0	71	347	0	369	28	1326	230	246	778	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	0	75	365	0	388	29	1396	242	259	819	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1194	0	1063	259	0	230	44	1266	217	233	1837	61
Arrive On Green	0.66	0.00	0.66	0.14	0.00	0.14	0.02	0.41	0.41	0.13	0.52	0.52
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3083	527	1810	3566	118
Grp Volume(v), veh/h	65	0	75	365	0	388	29	809	829	259	414	432
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1805	1810	1805	1879
Q Serve(g_s), s	1.8	0.0	2.3	20.0	0.0	20.0	2.2	57.5	57.5	18.0	20.2	20.2
Cycle Q Clear(g_c), s	1.8	0.0	2.3	20.0	0.0	20.0	2.2	57.5	57.5	18.0	20.2	20.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		0.06
Lane Grp Cap(c), veh/h	1194	0	1063	259	0	230	44	741	741	233	930	968
V/C Ratio(X)	0.05	0.00	0.07	1.41	0.00	1.69	0.66	1.09	1.12	1.11	0.45	0.45
Avail Cap(c_a), veh/h	1194	0	1063	259	0	230	78	741	741	233	930	968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	0.0	8.5	60.0	0.0	60.0	67.7	41.3	41.3	61.0	21.4	21.4
Incr Delay (d2), s/veh	0.1	0.0	0.1	206.8	0.0	327.2	15.9	60.9	70.4	92.7	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.8	23.8	0.0	28.8	1.2	36.3	38.3	14.0	8.1	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.5	0.0	8.6	266.8	0.0	387.2	83.6	102.1	111.6	153.7	21.7	21.7
LnGrp LOS	A	A	A	F	A	F	F	F	F	F	C	C
Approach Vol, veh/h		140			753			1667			1105	
Approach Delay, s/veh		8.6			328.8			106.5			52.6	
Approach LOS		A			F			F			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	98.4	22.0	64.0	25.6	7.4	78.6
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	26.4	18.0	* 58	20.0	6.0	67.5
Max Q Clear Time (g_c+I1), s	4.3	20.0	59.5	22.0	4.2	22.2
Green Ext Time (p_c), s	1.0	0.0	0.0	0.0	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	132.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	142.2

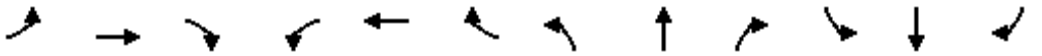
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	241	249	41	1568	1284	119
Future Vol, veh/h	241	249	41	1568	1284	119
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	248	257	42	1616	1324	123

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2278	724	1447	0	-	0
Stage 1	1386	-	-	-	-	-
Stage 2	892	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*~ 51	*563	*845	-	-	-
Stage 1	*530	-	-	-	-	-
Stage 2	*366	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*~ 48	*563	*845	-	-	-
Mov Cap-2 Maneuver	*~ 48	-	-	-	-	-
Stage 1	*504	-	-	-	-	-
Stage 2	*366	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	1015.7	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	* 845	-	48	563	-	-
HCM Lane V/C Ratio	0.05	-	5.176	0.456	-	-
HCM Control Delay (s)	9.5	-	$ 2048	16.6	-	-
HCM Lane LOS	A	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	28.3	2.4	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	309	818	370	236	377	110	305	991	124	213	838	406
Future Volume (veh/h)	309	818	370	236	377	110	305	991	124	213	838	406
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	325	861	389	248	397	116	321	1043	0	224	882	427
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	371	1134	506	321	829	240	371	1043		254	923	411
Arrive On Green	0.03	0.10	0.10	0.09	0.30	0.30	0.11	0.29	0.00	0.07	0.26	0.26
Sat Flow, veh/h	3510	3610	1610	3510	2763	798	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	325	861	389	248	258	255	321	1043	0	224	882	427
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1756	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	8.3	20.9	21.2	6.2	10.5	10.7	8.1	26.0	0.0	5.7	21.7	23.0
Cycle Q Clear(g_c), s	8.3	20.9	21.2	6.2	10.5	10.7	8.1	26.0	0.0	5.7	21.7	23.0
Prop In Lane	1.00		1.00	1.00		0.45	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	1134	506	321	542	527	371	1043		254	923	411
V/C Ratio(X)	0.88	0.76	0.77	0.77	0.48	0.48	0.87	1.00		0.88	0.96	1.04
Avail Cap(c_a), veh/h	371	1134	506	347	542	527	371	1043		254	923	411
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	37.0	37.2	40.0	25.7	25.8	39.6	32.0	0.0	41.4	33.0	33.5
Incr Delay (d2), s/veh	17.0	4.0	9.1	8.3	3.0	3.2	18.2	27.9	0.0	33.0	19.9	54.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	10.5	10.2	2.9	4.5	4.5	4.2	14.1	0.0	3.5	11.2	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	41.0	46.2	48.3	28.7	29.0	57.8	59.9	0.0	74.4	52.9	88.0
LnGrp LOS	E	D	D	D	C	C	E	F		E	D	F
Approach Vol, veh/h		1575			761			1364	A		1533	
Approach Delay, s/veh		46.2			35.2			59.4			65.8	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	34.3	14.0	29.0	14.0	33.0	11.0	32.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	8.9	27.6	9.5	23.0	9.5	27.0	6.5	26.0
Max Q Clear Time (g_c+I1), s	8.2	23.2	10.1	25.0	10.3	12.7	7.7	28.0
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	0.0	2.7	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.8
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	315	421	243	112	73	163	1488	434	91	1616	34
Future Volume (veh/h)	88	315	421	243	112	73	163	1488	434	91	1616	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	93	332	0	256	118	0	172	1566	0	96	1701	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	120	458		333	561		245	2761		123	2774	59
Arrive On Green	0.07	0.13	0.00	0.09	0.16	0.00	0.14	1.00	0.00	0.07	0.53	0.53
Sat Flow, veh/h	1810	3610	1610	3510	3610	1610	3510	5187	1610	1810	5227	111
Grp Volume(v), veh/h	93	332	0	256	118	0	172	1566	0	96	1125	612
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1755	1805	1610	1755	1729	1610	1810	1729	1880
Q Serve(g_s), s	4.6	8.0	0.0	6.4	2.6	0.0	4.2	0.0	0.0	4.7	20.4	20.4
Cycle Q Clear(g_c), s	4.6	8.0	0.0	6.4	2.6	0.0	4.2	0.0	0.0	4.7	20.4	20.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	120	458		333	561		245	2761		123	1835	998
V/C Ratio(X)	0.78	0.73		0.77	0.21		0.70	0.57		0.78	0.61	0.61
Avail Cap(c_a), veh/h	201	802		390	802		390	2761		201	1835	998
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	0.65	0.65	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.4	37.8	0.0	39.8	33.2	0.0	37.8	0.0	0.0	41.3	14.7	14.7
Incr Delay (d2), s/veh	10.2	2.2	0.0	7.7	0.2	0.0	2.4	0.6	0.0	10.0	1.5	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	3.6	0.0	3.1	1.1	0.0	1.7	0.1	0.0	2.3	7.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.6	40.0	0.0	47.5	33.4	0.0	40.2	0.6	0.0	51.3	16.2	17.5
LnGrp LOS	D	D		D	C		D	A		D	B	B
Approach Vol, veh/h		425	A		374	A		1738	A		1833	
Approach Delay, s/veh		42.5			43.0			4.5			18.5	
Approach LOS		D			D			A			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	51.9	12.5	15.4	10.3	51.8	10.0	18.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	34.0	10.0	20.0	10.0	34.0	10.0	20.0
Max Q Clear Time (g_c+I1), s	6.7	2.0	8.4	10.0	6.2	22.4	6.6	4.6
Green Ext Time (p_c), s	0.1	13.0	0.1	1.5	0.2	7.7	0.1	0.5

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Notes

Unsignalized Delay for [NBR, EBR, WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	439	0	515	0	1571	786	0	1679	601
Future Volume (veh/h)	0	0	0	439	0	515	0	1571	786	0	1679	601
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1900	1900	1900	0	1900	1900	0	1900	1900
Adj Flow Rate, veh/h				624	0	338	0	1603	0	0	1713	0
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				0	0	0	0	0	0	0	0	0
Cap, veh/h				913	0	406	0	2379		0	3418	
Arrive On Green				0.25	0.00	0.25	0.00	1.00	0.00	0.00	1.00	0.00
Sat Flow, veh/h				3619	0	1610	0	3705	1610	0	5358	1610
Grp Volume(v), veh/h				624	0	338	0	1603	0	0	1713	0
Grp Sat Flow(s),veh/h/ln				1810	0	1610	0	1805	1610	0	1729	1610
Q Serve(g_s), s				14.0	0.0	17.9	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s				14.0	0.0	17.9	0.0	0.0	0.0	0.0	0.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				913	0	406	0	2379		0	3418	
V/C Ratio(X)				0.68	0.00	0.83	0.00	0.67		0.00	0.50	
Avail Cap(c_a), veh/h				1190	0	530	0	2379		0	3418	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)				1.00	0.00	1.00	0.00	0.74	0.00	0.00	0.48	0.00
Uniform Delay (d), s/veh				30.4	0.0	31.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh				1.1	0.0	8.6	0.0	1.1	0.0	0.0	0.3	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				6.2	0.0	7.8	0.0	0.4	0.0	0.0	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				31.5	0.0	40.4	0.0	1.1	0.0	0.0	0.3	0.0
LnGrp LOS				C	A	D	A	A		A	A	
Approach Vol, veh/h					962			1603	A		1713	A
Approach Delay, s/veh					34.6			1.1			0.3	
Approach LOS					C			A			A	

Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	63.3		63.3		26.7	
Change Period (Y+Rc), s	4.0		4.0		4.0	
Max Green Setting (Gmax), s	52.4		52.4		29.6	
Max Q Clear Time (g_c+I1), s	2.0		2.0		19.9	
Green Ext Time (p_c), s	16.7		17.4		2.8	

Intersection Summary		
HCM 6th Ctrl Delay	8.3	
HCM 6th LOS	A	

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	566	0	588	0	1791	798	0	1611	507	0	0
Future Volume (veh/h)	566	0	588	0	1791	798	0	1611	507	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	1900		
Adj Flow Rate, veh/h	584	584	606	0	1846	0	0	1661	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	1385	1385	635	0	2679		0	1865			
Arrive On Green	0.39	0.39	0.39	0.00	0.52	0.00	0.00	1.00	0.00		
Sat Flow, veh/h	3510	3510	1610	0	5358	1610	0	3705	1610		
Grp Volume(v), veh/h	584	584	606	0	1846	0	0	1661	0		
Grp Sat Flow(s),veh/h/ln	1755	1755	1610	0	1729	1610	0	1805	1610		
Q Serve(g_s), s	10.9	10.9	32.9	0.0	24.0	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	10.9	10.9	32.9	0.0	24.0	0.0	0.0	0.0	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	1385	1385	635	0	2679		0	1865			
V/C Ratio(X)	0.42	0.42	0.95	0.00	0.69		0.00	0.89			
Avail Cap(c_a), veh/h	1404	1404	644	0	2679		0	1865			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.81	0.00		
Uniform Delay (d), s/veh	19.8	19.8	26.4	0.0	16.3	0.0	0.0	0.0	0.0		
Incr Delay (d2), s/veh	0.2	0.2	24.4	0.0	1.5	0.0	0.0	5.7	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.4	4.4	16.4	0.0	8.3	0.0	0.0	1.5	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	20.0	20.0	50.8	0.0	17.8	0.0	0.0	5.7	0.0		
LnGrp LOS	B	B	D	A	B		A	A			
Approach Vol, veh/h	1190	1190			1846	A		1661	A		
Approach Delay, s/veh	35.7	35.7			17.8			5.7			
Approach LOS	D	D			B			A			

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	50.5	39.5	50.5
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	46.0	36.0	46.0
Max Q Clear Time (g_c+I1), s	26.0	34.9	2.0
Green Ext Time (p_c), s	12.4	0.6	17.1

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	69	407	608	0	0	108
Future Vol, veh/h	69	407	608	0	0	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	73	428	640	0	0	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	640	0	-	0	1000	320
Stage 1	-	-	-	-	640	-
Stage 2	-	-	-	-	360	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	954	-	-	-	*348	682
Stage 1	-	-	-	-	*493	-
Stage 2	-	-	-	-	*873	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	954	-	-	-	*313	682
Mov Cap-2 Maneuver	-	-	-	-	*313	-
Stage 1	-	-	-	-	*444	-
Stage 2	-	-	-	-	*873	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	11.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	954	-	-	-	682
HCM Lane V/C Ratio	0.076	-	-	-	0.167
HCM Control Delay (s)	9.1	0.3	-	-	11.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.6

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	69	338	499	0	0	108
Future Vol, veh/h	69	338	499	0	0	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	73	356	525	0	0	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	525	0	-	0	849	263
Stage 1	-	-	-	-	525	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1052	-	-	-	*422	742
Stage 1	-	-	-	-	*564	-
Stage 2	-	-	-	-	*894	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1052	-	-	-	*386	742
Mov Cap-2 Maneuver	-	-	-	-	*386	-
Stage 1	-	-	-	-	*515	-
Stage 2	-	-	-	-	*894	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1052	-	-	-	742
HCM Lane V/C Ratio	0.069	-	-	-	0.153
HCM Control Delay (s)	8.7	0.3	-	-	10.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	58	281	409	0	0	90
Future Vol, veh/h	58	281	409	0	0	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	61	296	431	0	0	95

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	431	0	-	0	701	216
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	270	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1139	-	-	-	475	795
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1139	-	-	-	445	795
Mov Cap-2 Maneuver	-	-	-	-	445	-
Stage 1	-	-	-	-	589	-
Stage 2	-	-	-	-	933	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1139	-	-	-	795
HCM Lane V/C Ratio	0.054	-	-	-	0.119
HCM Control Delay (s)	8.3	0.2	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	23	258	373	0	0	36
Future Vol, veh/h	23	258	373	0	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	272	393	0	0	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	393	0	-	0	577	197
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	184	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1177	-	-	-	*578	817
Stage 1	-	-	-	-	*657	-
Stage 2	-	-	-	-	*936	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1177	-	-	-	*564	817
Mov Cap-2 Maneuver	-	-	-	-	*564	-
Stage 1	-	-	-	-	*641	-
Stage 2	-	-	-	-	*936	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1177	-	-	-	817
HCM Lane V/C Ratio	0.021	-	-	-	0.046
HCM Control Delay (s)	8.1	0.1	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.8

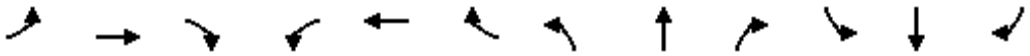
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	233	342	0	0	31
Future Vol, veh/h	25	233	342	0	0	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	26	245	360	0	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	360	0	-	0	535	180
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	175	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1210	-	-	-	*617	838
Stage 1	-	-	-	-	*683	-
Stage 2	-	-	-	-	*936	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1210	-	-	-	*602	838
Mov Cap-2 Maneuver	-	-	-	-	*602	-
Stage 1	-	-	-	-	*666	-
Stage 2	-	-	-	-	*936	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1210	-	-	-	838
HCM Lane V/C Ratio	0.022	-	-	-	0.039
HCM Control Delay (s)	8	0.1	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	657	200	604	743	271	195	2218	686	384	2172	142
Future Volume (veh/h)	89	657	200	604	743	271	195	2218	686	384	2172	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	692	211	636	782	285	205	2335	0	404	2286	149
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	647	195	606	1059	473	266	2122		383	2795	182
Arrive On Green	0.04	0.16	0.16	0.17	0.29	0.29	0.08	0.41	0.00	0.11	0.44	0.44
Sat Flow, veh/h	3510	3955	1189	3510	3610	1610	3510	5187	1610	3510	6317	411
Grp Volume(v), veh/h	94	604	299	636	782	285	205	2335	0	404	1773	662
Grp Sat Flow(s),veh/h/ln	1755	1729	1686	1755	1805	1610	1755	1729	1610	1755	1634	1826
Q Serve(g_s), s	2.9	18.0	18.0	19.0	21.5	16.7	6.3	45.0	0.0	12.0	34.8	34.9
Cycle Q Clear(g_c), s	2.9	18.0	18.0	19.0	21.5	16.7	6.3	45.0	0.0	12.0	34.8	34.9
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	151	566	276	606	1059	473	266	2122		383	2169	808
V/C Ratio(X)	0.62	1.07	1.08	1.05	0.74	0.60	0.77	1.10		1.05	0.82	0.82
Avail Cap(c_a), veh/h	160	566	276	606	1059	473	287	2122		383	2169	808
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	46.0	46.0	45.5	35.0	33.4	49.9	32.5	0.0	49.0	26.8	26.8
Incr Delay (d2), s/veh	6.8	56.9	78.6	42.2	2.9	3.5	11.3	53.1	0.0	61.2	3.6	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	11.8	13.1	11.8	9.8	6.9	3.2	28.6	0.0	8.5	13.8	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.6	102.9	124.6	87.7	37.9	36.8	61.2	85.6	0.0	110.2	30.4	35.9
LnGrp LOS	E	F	F	F	D	D	E	F		F	C	D
Approach Vol, veh/h		997			1703			2540	A		2839	
Approach Delay, s/veh		105.3			56.3			83.6			43.0	
Approach LOS		F			E			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	22.0	12.3	52.7	8.7	36.3	16.0	49.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	18.0	9.0	48.0	5.0	32.0	12.0	45.0
Max Q Clear Time (g_c+I1), s	21.0	20.0	8.3	36.9	4.9	23.5	14.0	47.0
Green Ext Time (p_c), s	0.0	0.0	0.0	9.8	0.0	4.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	66.3
HCM 6th LOS	E

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	459	1172	536	543	835	485	482	1466	578	676	1272	171
Future Volume (veh/h)	459	1172	536	543	835	485	482	1466	578	676	1272	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	483	1234	564	572	879	511	507	1543	608	712	1339	180
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	545	1273	395	606	1364	424	571	1545	659	702	1608	216
Arrive On Green	0.16	0.25	0.25	0.17	0.26	0.26	0.16	0.24	0.24	0.20	0.27	0.27
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	6536	1610	3510	5873	787
Grp Volume(v), veh/h	483	1234	564	572	879	511	507	1543	608	712	1117	402
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1634	1610	1755	1634	1758
Q Serve(g_s), s	14.8	25.9	27.0	17.7	16.5	28.9	15.6	26.0	26.0	22.0	23.6	23.7
Cycle Q Clear(g_c), s	14.8	25.9	27.0	17.7	16.5	28.9	15.6	26.0	26.0	22.0	23.6	23.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	545	1273	395	606	1364	424	571	1545	659	702	1342	481
V/C Ratio(X)	0.89	0.97	1.43	0.94	0.64	1.21	0.89	1.00	0.92	1.01	0.83	0.84
Avail Cap(c_a), veh/h	574	1273	395	606	1364	424	606	1545	659	702	1342	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	41.1	41.5	45.0	36.0	40.5	45.1	42.0	30.9	44.0	37.6	37.6
Incr Delay (d2), s/veh	7.5	10.9	198.6	3.6	0.2	95.1	14.5	22.6	20.6	37.5	6.1	15.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	11.6	32.4	7.9	7.0	22.5	7.9	12.7	18.6	13.1	10.1	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	52.0	240.1	48.5	36.2	135.7	59.6	64.6	51.4	81.5	43.7	53.2
LnGrp LOS	D	D	F	D	D	F	E	E	D	F	D	D
Approach Vol, veh/h		2281			1962			2658			2231	
Approach Delay, s/veh		98.7			65.7			60.6			57.5	
Approach LOS		F			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	31.0	21.9	34.1	21.1	32.9	26.0	30.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	19.0	27.0	19.0	29.0	18.0	28.0	22.0	26.0
Max Q Clear Time (g_c+I1), s	19.7	29.0	17.6	25.7	16.8	30.9	24.0	28.0
Green Ext Time (p_c), s	0.0	0.0	0.3	2.6	0.2	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	70.5
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	205	596	178	71	313	27	173	410	146	34	250	161
Future Volume (veh/h)	205	596	178	71	313	27	173	410	146	34	250	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	216	627	187	75	329	28	182	432	154	36	263	169
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	244	740	232	88	406	36	211	1000	353	49	1056	471
Arrive On Green	0.33	0.33	0.33	0.14	0.14	0.14	0.04	0.13	0.13	0.03	0.29	0.29
Sat Flow, veh/h	730	2215	694	618	2852	253	1810	2615	923	1810	3610	1610
Grp Volume(v), veh/h	552	0	478	227	0	205	182	297	289	36	263	169
Grp Sat Flow(s),veh/h/ln	1864	0	1775	1869	0	1854	1810	1805	1734	1810	1805	1610
Q Serve(g_s), s	39.2	0.0	34.4	16.6	0.0	14.9	14.0	21.3	21.6	2.8	7.8	11.6
Cycle Q Clear(g_c), s	39.2	0.0	34.4	16.6	0.0	14.9	14.0	21.3	21.6	2.8	7.8	11.6
Prop In Lane	0.39		0.39	0.33		0.14	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	623	0	593	266	0	264	211	690	663	49	1056	471
V/C Ratio(X)	0.89	0.00	0.81	0.85	0.00	0.78	0.86	0.43	0.44	0.74	0.25	0.36
Avail Cap(c_a), veh/h	719	0	685	334	0	331	323	690	663	90	1056	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.62	0.62	0.62	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.1	0.0	42.5	58.6	0.0	57.9	66.2	47.1	47.2	67.6	37.8	39.1
Incr Delay (d2), s/veh	11.6	0.0	6.2	15.7	0.0	8.8	9.2	1.2	1.3	19.4	0.6	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.0	0.0	16.1	9.0	0.0	7.7	7.4	10.6	10.3	1.5	3.4	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.7	0.0	48.7	74.3	0.0	66.7	75.4	48.3	48.5	87.1	38.3	41.3
LnGrp LOS	E	A	D	E	A	E	E	D	D	F	D	D
Approach Vol, veh/h		1030			432			768			468	
Approach Delay, s/veh		52.4			70.7			54.8			43.1	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	57.5		50.8	20.3	45.0		23.9
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	38.0		54.0	25.0	20.0		25.0
Max Q Clear Time (g_c+I1), s	4.8	23.6		41.2	16.0	13.6		18.6
Green Ext Time (p_c), s	0.0	3.2		5.6	0.3	1.1		1.3

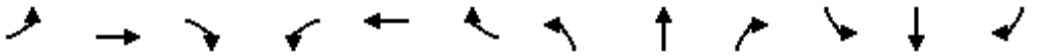
Intersection Summary		
HCM 6th Ctrl Delay		54.4
HCM 6th LOS		D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	513	697	147	150	268	678	80	1398	168	599	1387	212
Future Volume (veh/h)	513	697	147	150	268	678	80	1398	168	599	1387	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	540	734	155	158	282	714	84	1472	177	631	1460	223
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	301	791	167	197	361	322	101	1011	120	342	1398	211
Arrive On Green	0.12	0.27	0.27	0.06	0.20	0.20	0.06	0.31	0.31	0.19	0.44	0.44
Sat Flow, veh/h	1810	2966	626	1810	1805	1610	1810	3249	387	1810	3146	474
Grp Volume(v), veh/h	540	447	442	158	282	714	84	811	838	631	829	854
Grp Sat Flow(s),veh/h/ln	1810	1805	1787	1810	1805	1610	1810	1805	1830	1810	1805	1815
Q Serve(g_s), s	11.0	21.7	21.7	5.0	13.3	18.0	4.1	28.0	28.0	17.0	40.0	40.0
Cycle Q Clear(g_c), s	11.0	21.7	21.7	5.0	13.3	18.0	4.1	28.0	28.0	17.0	40.0	40.0
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.21	1.00		0.26
Lane Grp Cap(c), veh/h	301	481	477	197	361	322	101	562	569	342	802	807
V/C Ratio(X)	1.79	0.93	0.93	0.80	0.78	2.22	0.84	1.44	1.47	1.85	1.03	1.06
Avail Cap(c_a), veh/h	301	481	477	197	361	322	101	562	569	342	802	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.3	32.2	32.2	31.8	34.1	36.0	42.1	31.0	31.0	36.5	25.0	25.0
Incr Delay (d2), s/veh	369.9	24.4	24.6	20.9	10.6	557.7	42.8	210.1	221.4	391.9	40.7	48.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	35.8	12.4	12.3	2.1	6.8	56.8	3.0	44.5	46.9	44.5	24.9	26.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	396.2	56.5	56.8	52.8	44.7	593.7	84.9	241.1	252.4	428.4	65.7	73.4
LnGrp LOS	F	E	E	D	D	F	F	F	F	F	F	F
Approach Vol, veh/h		1429			1154			1733			2314	
Approach Delay, s/veh		184.9			385.5			239.0			167.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	32.0	9.0	28.0	9.0	44.0	15.0	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	28.0	5.0	24.0	5.0	40.0	11.0	18.0
Max Q Clear Time (g_c+I1), s	19.0	30.0	7.0	23.7	6.1	42.0	13.0	20.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	227.9
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1156	1321	138	230	1363	544	158	308	353	135	309	601
Future Volume (veh/h)	1156	1321	138	230	1363	544	158	308	353	135	309	601
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1257	1436	150	250	1482	591	172	335	384	147	336	653
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1028	2122	659	544	1407	576	156	575	506	156	303	1456
Arrive On Green	0.62	0.86	0.86	0.33	0.57	0.57	0.09	0.34	0.34	0.09	0.34	0.34
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	1714	3420	1525	1714	1800	3051
Grp Volume(v), veh/h	1257	1436	150	250	1482	591	172	335	384	147	336	653
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1714	1710	1525	1714	1800	1525
Q Serve(g_s), s	34.0	10.5	1.3	6.5	31.5	31.5	10.0	8.9	0.8	9.4	18.5	17.2
Cycle Q Clear(g_c), s	34.0	10.5	1.3	6.5	31.5	31.5	10.0	8.9	0.8	9.4	18.5	17.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1028	2122	659	544	1407	576	156	575	506	156	303	1456
V/C Ratio(X)	1.22	0.68	0.23	0.46	1.05	1.03	1.10	0.58	0.76	0.94	1.11	0.45
Avail Cap(c_a), veh/h	1028	2122	659	544	1407	576	156	575	506	156	303	1456
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)	0.17	0.17	0.17	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	5.0	2.2	33.1	23.5	9.9	50.0	33.3	24.5	49.7	36.5	15.6
Incr Delay (d2), s/veh	101.9	0.3	0.1	0.2	30.5	28.7	102.6	4.3	10.2	55.3	84.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.4	1.7	0.6	2.3	10.0	8.0	8.7	3.6	8.2	6.4	13.7	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	122.9	5.3	2.4	33.3	54.0	38.6	152.6	37.6	34.7	105.0	121.1	16.6
LnGrp LOS	F	A	A	C	F	F	F	D	C	F	F	B
Approach Vol, veh/h		2843			2323			891			1136	
Approach Delay, s/veh		57.1			47.9			58.6			58.9	
Approach LOS		E			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	51.5	14.0	22.5	38.0	35.5	14.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	18.0	47.5	10.0	18.5	34.0	31.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	8.5	12.5	12.0	20.5	36.0	33.5	11.4	10.9
Green Ext Time (p_c), s	0.5	12.3	0.0	0.0	0.0	0.0	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	302	1192	275	162	895	83	387	428	278	75	284	195
Future Volume (veh/h)	302	1192	275	162	895	83	387	428	278	75	284	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	318	1255	289	171	942	87	407	451	293	79	299	205
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	333	4903	2525	166	4732	2111	380	760	644	99	782	501
Arrive On Green	0.10	1.00	1.00	0.05	1.00	1.00	0.22	0.42	0.42	0.02	0.08	0.08
Sat Flow, veh/h	3326	3420	1525	3326	3420	1525	1714	1800	1525	1714	3420	1525
Grp Volume(v), veh/h	318	1255	289	171	942	87	407	451	293	79	299	205
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1525	1714	1800	1525	1714	1710	1525
Q Serve(g_s), s	13.3	0.0	0.0	7.0	0.0	0.0	31.0	27.0	19.2	6.4	11.7	32.0
Cycle Q Clear(g_c), s	13.3	0.0	0.0	7.0	0.0	0.0	31.0	27.0	19.2	6.4	11.7	32.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	333	4903	2525	166	4732	2111	380	760	644	99	782	501
V/C Ratio(X)	0.96	0.26	0.11	1.03	0.20	0.04	1.07	0.59	0.45	0.80	0.38	0.41
Avail Cap(c_a), veh/h	333	4903	2525	166	4732	2111	380	760	644	162	782	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	62.7	0.0	0.0	66.5	0.0	0.0	54.5	31.2	28.9	67.9	55.3	213.2
Incr Delay (d2), s/veh	37.5	0.1	0.1	77.4	0.1	0.0	66.8	3.4	2.3	5.4	1.4	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	0.1	0.1	4.7	0.1	0.0	19.8	11.8	7.1	3.0	5.4	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.1	0.1	0.1	143.9	0.1	0.0	121.3	34.5	31.2	73.2	56.7	215.6
LnGrp LOS	F	A	A	F	A	A	F	C	C	E	E	F
Approach Vol, veh/h		1862			1200			1151			583	
Approach Delay, s/veh		17.2			20.6			64.4			114.8	
Approach LOS		B			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	212.3	38.7	39.7	18.0	205.3	11.6	66.8
Change Period (Y+Rc), s	4.0	* 6.9	7.7	* 7.7	4.0	* 6.9	3.5	7.7
Max Green Setting (Gmax), s	7.0	* 48	31.0	* 32	14.0	* 41	13.2	49.8
Max Q Clear Time (g_c+I1), s	9.0	2.0	33.0	34.0	15.3	2.0	8.4	29.0
Green Ext Time (p_c), s	0.0	4.7	0.0	0.0	0.0	3.0	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	41.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	373	670	443	68	441	211	184	692	132	166	398	114
Future Volume (veh/h)	373	670	443	68	441	211	184	692	132	166	398	114
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	377	677	447	69	445	213	186	699	133	168	402	115
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	431	939	902	114	965	458	239	767	393	219	754	528
Arrive On Green	0.13	0.52	0.52	0.03	0.43	0.43	0.07	0.22	0.22	0.07	0.22	0.22
Sat Flow, veh/h	3429	1800	1525	3429	2250	1068	3429	3420	1525	3326	3420	1525
Grp Volume(v), veh/h	377	677	447	69	337	321	186	699	133	168	402	115
Grp Sat Flow(s),veh/h/ln	1714	1800	1525	1714	1710	1608	1714	1710	1525	1663	1710	1525
Q Serve(g_s), s	15.1	40.4	23.7	2.8	19.6	19.9	7.5	27.9	9.9	7.0	14.5	7.5
Cycle Q Clear(g_c), s	15.1	40.4	23.7	2.8	19.6	19.9	7.5	27.9	9.9	7.0	14.5	7.5
Prop In Lane	1.00		1.00	1.00		0.66	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	431	939	902	114	734	690	239	767	393	219	754	528
V/C Ratio(X)	0.87	0.72	0.50	0.60	0.46	0.46	0.78	0.91	0.34	0.77	0.53	0.22
Avail Cap(c_a), veh/h	514	939	902	245	734	690	392	767	393	404	791	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.1	25.7	16.6	66.8	28.4	28.5	64.1	52.9	42.3	64.3	48.2	32.3
Incr Delay (d2), s/veh	13.6	4.8	1.9	5.1	2.1	2.2	5.5	16.9	2.3	5.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	17.3	8.0	1.3	8.2	7.8	3.3	13.3	3.9	3.0	6.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	30.5	18.5	71.8	30.5	30.8	69.5	69.9	44.6	69.9	48.4	32.4
LnGrp LOS	E	C	B	E	C	C	E	E	D	E	D	C
Approach Vol, veh/h		1501			727			1018			685	
Approach Delay, s/veh		37.8			34.5			66.5			51.0	
Approach LOS		D			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	79.8	13.7	37.8	21.6	66.9	13.2	38.3
Change Period (Y+Rc), s	4.0	* 6.8	4.0	6.9	4.0	* 6.8	4.0	6.9
Max Green Setting (Gmax), s	10.0	* 60	16.0	32.4	21.0	* 49	17.0	31.4
Max Q Clear Time (g_c+I1), s	4.8	42.4	9.5	16.5	17.1	21.9	9.0	29.9
Green Ext Time (p_c), s	0.1	3.1	0.3	1.4	0.5	2.2	0.3	0.5

Intersection Summary	
HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	1	243	0	71	1	941	345	233	661	2
Future Volume (veh/h)	0	2	1	243	0	71	1	941	345	233	661	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	0	2	1	259	0	76	1	1001	367	248	703	2
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	7	6	220	0	196	2	1033	875	251	1294	1097
Arrive On Green	0.00	0.00	0.00	0.13	0.00	0.13	0.00	0.57	0.57	0.15	0.72	0.72
Sat Flow, veh/h	0	1800	1525	1714	0	1525	1714	1800	1525	1714	1800	1525
Grp Volume(v), veh/h	0	2	1	259	0	76	1	1001	367	248	703	2
Grp Sat Flow(s),veh/h/ln	0	1800	1525	1714	0	1525	1714	1800	1525	1714	1800	1525
Q Serve(g_s), s	0.0	0.2	0.1	18.0	0.0	6.4	0.1	74.7	18.9	20.2	25.2	0.1
Cycle Q Clear(g_c), s	0.0	0.2	0.1	18.0	0.0	6.4	0.1	74.7	18.9	20.2	25.2	0.1
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	7	6	220	0	196	2	1033	875	251	1294	1097
V/C Ratio(X)	0.00	0.28	0.17	1.18	0.00	0.39	0.43	0.97	0.42	0.99	0.54	0.00
Avail Cap(c_a), veh/h	0	347	294	220	0	196	61	1033	875	251	1294	1097
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	69.5	69.5	61.0	0.0	55.9	69.9	28.6	16.7	59.6	9.1	5.5
Incr Delay (d2), s/veh	0.0	7.8	4.8	116.0	0.0	1.2	91.9	21.5	1.5	53.3	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	14.8	0.0	2.5	0.1	34.5	6.4	12.2	8.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	77.4	74.3	177.0	0.0	57.2	161.7	50.1	18.2	112.9	10.7	5.5
LnGrp LOS	A	E	E	F	A	E	F	D	B	F	B	A
Approach Vol, veh/h		3			335			1369			953	
Approach Delay, s/veh		76.3			149.8			41.6			37.3	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.7	107.3		7.1	24.0	86.9		22.0
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		4.0
Max Green Setting (Gmax), s	5.6	* 69		* 27	20.5	* 54		18.0
Max Q Clear Time (g_c+I1), s	2.1	27.2		2.2	22.2	76.7		20.0
Green Ext Time (p_c), s	0.0	2.5		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	0	68	341	0	264	27	1003	193	239	741	25
Future Volume (veh/h)	59	0	68	341	0	264	27	1003	193	239	741	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	62	0	72	359	0	278	28	1056	203	252	780	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1038	0	923	364	0	552	41	1087	809	257	1512	50
Arrive On Green	0.61	0.00	0.61	0.21	0.00	0.21	0.01	0.64	0.42	0.15	0.60	0.60
Sat Flow, veh/h	1714	0	1525	1714	0	1525	1714	3420	1525	1714	3377	113
Grp Volume(v), veh/h	62	0	72	359	0	278	28	1056	203	252	395	411
Grp Sat Flow(s),veh/h/ln	1714	0	1525	1714	0	1525	1714	1710	1525	1714	1710	1780
Q Serve(g_s), s	2.1	0.0	2.7	29.2	0.0	0.0	2.3	41.2	9.0	20.5	18.9	18.9
Cycle Q Clear(g_c), s	2.1	0.0	2.7	29.2	0.0	0.0	2.3	41.2	9.0	20.5	18.9	18.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	1038	0	923	364	0	552	41	1087	809	257	766	797
V/C Ratio(X)	0.06	0.00	0.08	0.99	0.00	0.50	0.69	0.97	0.25	0.98	0.52	0.52
Avail Cap(c_a), veh/h	1038	0	923	364	0	552	98	1104	816	257	766	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	2.00	1.33	1.00	1.33	1.33
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	0.0	11.5	55.0	0.0	34.8	68.9	24.9	14.9	59.3	19.4	19.5
Incr Delay (d2), s/veh	0.1	0.0	0.2	44.1	0.0	3.3	17.4	19.3	0.1	50.6	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.9	16.7	0.0	7.6	1.2	11.4	4.4	12.2	6.2	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	11.6	99.0	0.0	38.1	86.3	44.1	15.0	109.9	20.0	20.0
LnGrp LOS	B	A	B	F	A	D	F	D	B	F	C	C
Approach Vol, veh/h		134			637			1287			1058	
Approach Delay, s/veh		11.5			72.4			40.5			41.5	
Approach LOS		B			E			D			D	

Timer - Assigned Phs	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	90.5	27.5	49.0		35.3	7.3	69.2
Change Period (Y+Rc), s	4.0	6.5	* 4.5		5.6	4.0	6.5
Max Green Setting (Gmax), s	26.0	21.0	* 45		29.7	8.0	56.2
Max Q Clear Time (g_c+I1), s	4.7	22.5	43.2		31.2	4.3	20.9
Green Ext Time (p_c), s	0.9	0.0	1.3		0.0	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	46.1
HCM 6th LOS	D

Notes

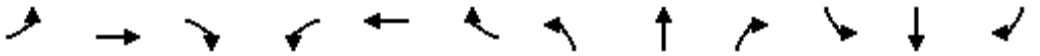
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	44	19	1230	1072	42
Future Volume (veh/h)	27	44	19	1230	1072	42
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	28	45	20	1268	1105	43
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	72	64	33	3082	2863	111
Arrive On Green	0.04	0.04	0.02	0.90	1.00	1.00
Sat Flow, veh/h	1714	1525	1714	3510	3446	131
Grp Volume(v), veh/h	28	45	20	1268	563	585
Grp Sat Flow(s),veh/h/ln	1714	1525	1714	1710	1710	1776
Q Serve(g_s), s	2.2	4.1	1.6	8.2	0.0	0.0
Cycle Q Clear(g_c), s	2.2	4.1	1.6	8.2	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.07
Lane Grp Cap(c), veh/h	72	64	33	3082	1459	1516
V/C Ratio(X)	0.39	0.71	0.60	0.41	0.39	0.39
Avail Cap(c_a), veh/h	269	240	122	3082	1459	1516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.29	0.29	0.85	0.85
Uniform Delay (d), s/veh	65.3	66.2	68.1	1.1	0.0	0.0
Incr Delay (d2), s/veh	3.4	13.3	5.1	0.1	0.7	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	3.7	0.7	0.1	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.8	79.5	73.2	1.2	0.7	0.6
LnGrp LOS	E	E	E	A	A	A
Approach Vol, veh/h	73			1288	1148	
Approach Delay, s/veh	75.4			2.3	0.6	
Approach LOS	E			A	A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	130.1		9.9	6.7	123.4
Change Period (Y+Rc), s	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	110.0		22.0	10.0	96.0
Max Q Clear Time (g_c+I1), s	10.2		6.1	3.6	2.0
Green Ext Time (p_c), s	11.0		0.1	0.0	8.0

Intersection Summary		
HCM 6th Ctrl Delay		3.7
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	530	190	575	726	187	186	2112	672	247	2069	135
Future Volume (veh/h)	85	530	190	575	726	187	186	2112	672	247	2069	135
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	90	564	202	612	772	199	198	2247	0	263	2201	144
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	137	569	199	554	970	433	254	2293		249	2783	182
Arrive On Green	0.04	0.16	0.16	0.17	0.28	0.28	0.08	0.47	0.00	0.08	0.47	0.47
Sat Flow, veh/h	3326	3596	1255	3326	3420	1525	3326	4914	1525	3326	5983	391
Grp Volume(v), veh/h	90	513	253	612	772	199	198	2247	0	263	1708	637
Grp Sat Flow(s),veh/h/ln	1663	1638	1574	1663	1710	1525	1663	1638	1525	1663	1548	1730
Q Serve(g_s), s	3.2	18.7	19.0	20.0	25.1	10.3	7.0	53.9	0.0	9.0	37.3	37.4
Cycle Q Clear(g_c), s	3.2	18.7	19.0	20.0	25.1	10.3	7.0	53.9	0.0	9.0	37.3	37.4
Prop In Lane	1.00		0.80	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	137	519	249	554	970	433	254	2293		249	2160	805
V/C Ratio(X)	0.66	0.99	1.02	1.10	0.80	0.46	0.78	0.98		1.05	0.79	0.79
Avail Cap(c_a), veh/h	166	519	249	554	970	433	333	2293		249	2160	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.49	0.49	0.49	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	56.7	50.4	50.5	50.0	39.8	22.8	54.4	31.4	0.0	55.5	27.1	27.2
Incr Delay (d2), s/veh	6.7	36.7	61.4	60.0	3.4	1.7	8.4	14.6	0.0	72.0	3.0	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	9.9	11.4	12.9	10.9	3.9	3.2	23.6	0.0	6.3	14.1	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.4	87.1	111.9	110.0	43.2	24.5	62.8	46.1	0.0	127.5	30.2	35.0
LnGrp LOS	E	F	F	F	D	C	E	D		F	C	D
Approach Vol, veh/h		856			1583			2445	A		2608	
Approach Delay, s/veh		91.9			66.7			47.4			41.2	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	23.0	13.2	59.8	9.0	38.0	13.0	60.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	19.0	12.0	53.0	6.0	33.0	9.0	56.0
Max Q Clear Time (g_c+I1), s	22.0	21.0	9.0	39.4	5.2	27.1	11.0	55.9
Green Ext Time (p_c), s	0.0	0.0	0.2	11.5	0.0	2.9	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	54.4
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	404	1061	373	466	797	462	355	1301	420	644	1211	163
Future Volume (veh/h)	404	1061	373	466	797	462	355	1301	420	644	1211	163
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	464	1220	429	536	916	531	408	1495	483	740	1392	187
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	521	1206	588	514	1196	704	465	1464	596	726	1752	235
Arrive On Green	0.16	0.25	0.25	0.15	0.24	0.24	0.14	0.24	0.24	0.22	0.31	0.31
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	3326	6192	1525	3326	5564	746
Grp Volume(v), veh/h	464	1220	429	536	916	531	408	1495	483	740	1161	418
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1663	1548	1525	1663	1548	1666
Q Serve(g_s), s	15.0	27.0	26.5	17.0	19.1	11.3	13.2	26.0	14.4	24.0	25.1	25.2
Cycle Q Clear(g_c), s	15.0	27.0	26.5	17.0	19.1	11.3	13.2	26.0	14.4	24.0	25.1	25.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	521	1206	588	514	1196	704	465	1464	596	726	1462	524
V/C Ratio(X)	0.89	1.01	0.73	1.04	0.77	0.75	0.88	1.02	0.81	1.02	0.79	0.80
Avail Cap(c_a), veh/h	544	1206	588	514	1196	704	484	1464	596	726	1462	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	0.19	0.19	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.5	41.5	28.9	46.5	38.7	9.4	46.4	42.0	11.6	43.0	34.4	34.5
Incr Delay (d2), s/veh	9.9	22.1	4.4	29.8	0.9	1.5	16.2	29.1	11.4	38.5	4.5	11.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	12.6	10.2	9.1	7.7	4.7	6.5	12.7	5.9	13.6	9.9	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.4	63.6	33.3	76.3	39.6	10.9	62.6	71.1	23.0	81.5	39.0	46.4
LnGrp LOS	E	F	C	F	D	B	E	F	C	F	D	D
Approach Vol, veh/h		2113			1983			2386			2319	
Approach Delay, s/veh		55.6			41.8			59.9			53.9	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	31.0	19.4	38.6	21.2	30.8	28.0	30.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	17.0	27.0	16.0	34.0	18.0	26.0	24.0	26.0
Max Q Clear Time (g_c+I1), s	19.0	29.0	15.2	27.2	17.0	21.1	26.0	28.0
Green Ext Time (p_c), s	0.0	0.0	0.1	5.0	0.2	3.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.2
HCM 6th LOS	D



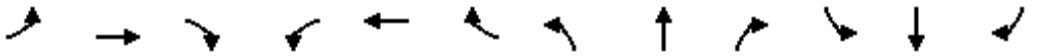
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	338	449	96	87	170	546	46	996	109	391	1141	147
Future Volume (veh/h)	338	449	96	87	170	546	46	996	109	391	1141	147
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	360	478	102	93	181	581	49	1060	116	416	1214	156
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	370	682	145	117	684	542	67	1105	121	517	1614	889
Arrive On Green	0.11	0.24	0.24	0.07	0.20	0.20	0.04	0.36	0.36	0.16	0.47	0.47
Sat Flow, veh/h	3326	2807	596	1714	3420	1525	1714	3109	340	3326	3420	1525
Grp Volume(v), veh/h	360	290	290	93	181	581	49	583	593	416	1214	156
Grp Sat Flow(s),veh/h/ln	1663	1710	1693	1714	1710	1525	1714	1710	1739	1663	1710	1525
Q Serve(g_s), s	9.7	13.9	14.1	4.8	4.0	18.0	2.5	30.0	30.0	10.9	26.2	0.9
Cycle Q Clear(g_c), s	9.7	13.9	14.1	4.8	4.0	18.0	2.5	30.0	30.0	10.9	26.2	0.9
Prop In Lane	1.00		0.35	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	370	415	411	117	684	542	67	608	618	517	1614	889
V/C Ratio(X)	0.97	0.70	0.71	0.79	0.26	1.07	0.73	0.96	0.96	0.80	0.75	0.18
Avail Cap(c_a), veh/h	370	415	411	133	684	542	95	608	618	517	1614	889
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	31.1	31.1	41.3	30.4	29.0	42.8	28.3	28.4	36.7	19.5	3.3
Incr Delay (d2), s/veh	39.8	5.1	5.4	24.6	0.2	59.1	15.2	27.6	27.5	9.0	3.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	6.2	6.2	2.8	1.7	14.1	1.4	16.3	16.6	5.0	10.4	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.7	36.2	36.6	65.9	30.6	88.1	58.0	55.9	55.9	45.7	22.7	3.8
LnGrp LOS	E	D	D	E	C	F	E	E	E	D	C	A
Approach Vol, veh/h		940			855			1225			1786	
Approach Delay, s/veh		53.0			73.5			56.0			26.4	
Approach LOS		D			E			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.0	36.0	10.1	25.9	7.5	46.5	14.0	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	32.0	7.0	21.0	5.0	41.0	10.0	18.0
Max Q Clear Time (g_c+I1), s	12.9	32.0	6.8	16.1	4.5	28.2	11.7	20.0
Green Ext Time (p_c), s	0.2	0.0	0.0	1.6	0.0	7.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	47.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	593	474	83	119	1526	245	96	71	93	240	220	873
Future Volume (veh/h)	593	474	83	119	1526	245	96	71	93	240	220	873
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	682	545	95	137	1754	282	110	82	107	276	253	1003
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	635	2328	723	193	1675	756	135	575	257	265	439	1327
Arrive On Green	0.19	0.47	0.47	0.12	0.68	0.68	0.08	0.17	0.17	0.15	0.24	0.24
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	1714	3420	1525	1714	1800	3051
Grp Volume(v), veh/h	682	545	95	137	1754	282	110	82	107	276	253	1003
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1714	1710	1525	1714	1800	1525
Q Serve(g_s), s	21.0	7.2	3.8	4.4	37.5	7.9	6.9	2.2	6.9	17.0	13.6	26.8
Cycle Q Clear(g_c), s	21.0	7.2	3.8	4.4	37.5	7.9	6.9	2.2	6.9	17.0	13.6	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	635	2328	723	193	1675	756	135	575	257	265	439	1327
V/C Ratio(X)	1.07	0.23	0.13	0.71	1.05	0.37	0.81	0.14	0.42	1.04	0.58	0.76
Avail Cap(c_a), veh/h	635	2328	723	302	1675	756	156	575	257	265	439	1327
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	17.1	16.2	47.7	17.5	7.7	49.9	39.0	40.9	46.5	36.6	26.2
Incr Delay (d2), s/veh	54.3	0.2	0.3	2.9	31.0	0.8	24.5	0.5	4.9	66.6	5.4	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	2.5	1.4	1.7	10.0	2.0	3.9	1.0	2.9	12.1	6.6	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.8	17.3	16.6	50.6	48.5	8.6	74.3	39.5	45.9	113.1	42.0	30.2
LnGrp LOS	F	B	B	D	F	A	E	D	D	F	D	C
Approach Vol, veh/h		1322			2173			299			1532	
Approach Delay, s/veh		59.3			43.4			54.6			47.1	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	56.1	12.7	30.8	25.0	41.5	21.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	48.5	10.0	25.5	21.0	37.5	17.0	18.5
Max Q Clear Time (g_c+I1), s	6.4	9.2	8.9	28.8	23.0	39.5	19.0	8.9
Green Ext Time (p_c), s	0.1	3.7	0.0	0.0	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	49.1
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	87	612	350	384	1551	100	206	277	97	79	473	287
Future Volume (veh/h)	87	612	350	384	1551	100	206	277	97	79	473	287
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	96	673	385	422	1704	110	226	304	107	87	520	315
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	146	1066	672	862	1885	841	221	526	446	109	656	359
Arrive On Green	0.04	0.31	0.31	0.26	0.55	0.55	0.13	0.29	0.29	0.06	0.19	0.19
Sat Flow, veh/h	3326	3420	1525	3326	3420	1525	1714	1800	1525	1714	3420	1525
Grp Volume(v), veh/h	96	673	385	422	1704	110	226	304	107	87	520	315
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1525	1714	1800	1525	1714	1710	1525
Q Serve(g_s), s	3.4	20.2	7.2	12.9	53.5	4.2	15.5	17.3	4.2	6.0	17.4	19.7
Cycle Q Clear(g_c), s	3.4	20.2	7.2	12.9	53.5	4.2	15.5	17.3	4.2	6.0	17.4	19.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	1066	672	862	1885	841	221	526	446	109	656	359
V/C Ratio(X)	0.66	0.63	0.57	0.49	0.90	0.13	1.02	0.58	0.24	0.80	0.79	0.88
Avail Cap(c_a), veh/h	388	1066	672	862	1885	841	221	526	446	193	656	359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	56.5	35.4	25.1	37.7	24.1	13.0	52.2	36.1	13.8	55.5	46.2	32.7
Incr Delay (d2), s/veh	1.9	2.8	3.5	0.2	7.6	0.3	65.9	4.6	1.3	4.7	8.9	23.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	8.4	8.2	5.1	21.0	1.4	10.4	7.8	2.3	2.6	7.8	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	38.2	28.6	37.9	31.7	13.4	118.2	40.7	15.0	60.1	55.1	55.9
LnGrp LOS	E	D	C	D	C	B	F	D	B	E	E	E
Approach Vol, veh/h		1154			2236			637			922	
Approach Delay, s/veh		36.7			32.0			63.9			55.8	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.5	44.3	23.2	30.7	9.3	72.6	11.1	42.8
Change Period (Y+Rc), s	* 6.4	* 6.9	7.7	* 7.7	4.0	* 6.4	3.5	7.7
Max Green Setting (Gmax), s	* 23	* 37	15.5	* 23	14.0	* 46	13.5	25.0
Max Q Clear Time (g_c+I1), s	14.9	22.2	17.5	21.7	5.4	55.5	8.0	19.3
Green Ext Time (p_c), s	0.5	2.1	0.0	0.4	0.1	0.0	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	41.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	247	196	152	827	149	368	233	56	93	614	480
Future Volume (veh/h)	75	247	196	152	827	149	368	233	56	93	614	480
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1800	1800	1800	1800	1800	1600	1800	1800	1700	1800	1800
Adj Flow Rate, veh/h	83	274	218	169	919	166	409	259	62	103	682	533
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	703	972	1027	225	1018	184	406	1108	594	152	735	680
Arrive On Green	0.23	0.54	0.54	0.07	0.35	0.35	0.13	0.32	0.32	0.05	0.21	0.21
Sat Flow, veh/h	3048	1800	1525	3429	2894	522	3048	3420	1525	3141	3420	1525
Grp Volume(v), veh/h	83	274	218	169	543	542	409	259	62	103	682	533
Grp Sat Flow(s),veh/h/ln	1524	1800	1525	1714	1710	1706	1524	1710	1525	1570	1710	1525
Q Serve(g_s), s	2.6	9.9	2.0	5.8	36.2	36.2	16.0	6.6	3.1	3.9	23.5	8.0
Cycle Q Clear(g_c), s	2.6	9.9	2.0	5.8	36.2	36.2	16.0	6.6	3.1	3.9	23.5	8.0
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	703	972	1027	225	601	600	406	1108	594	152	735	680
V/C Ratio(X)	0.12	0.28	0.21	0.75	0.90	0.90	1.01	0.23	0.10	0.68	0.93	0.78
Avail Cap(c_a), veh/h	703	972	1027	286	601	600	406	1108	594	366	744	684
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	15.0	5.9	55.1	37.0	37.0	52.0	29.7	23.3	56.2	46.2	28.3
Incr Delay (d2), s/veh	0.1	0.7	0.5	8.1	19.3	19.4	46.3	0.5	0.4	5.2	17.4	5.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	3.9	1.4	2.7	17.4	17.4	8.4	2.7	1.1	1.6	11.2	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.6	15.7	6.4	63.1	56.3	56.4	98.3	30.2	23.7	61.3	63.6	33.7
LnGrp LOS	D	B	A	E	E	E	F	C	C	E	E	C
Approach Vol, veh/h		575			1254			730			1318	
Approach Delay, s/veh		15.2			57.2			67.8			51.4	
Approach LOS		B			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	72.1	22.9	32.7	35.0	49.0	9.8	45.8
Change Period (Y+Rc), s	4.0	* 6.8	6.9	* 6.9	* 6.8	* 6.8	4.0	6.9
Max Green Setting (Gmax), s	10.0	* 46	16.0	* 26	* 14	* 42	14.0	28.1
Max Q Clear Time (g_c+I1), s	7.8	11.9	18.0	25.5	4.6	38.2	5.9	8.6
Green Ext Time (p_c), s	0.1	1.2	0.0	0.3	0.1	1.7	0.1	0.9

Intersection Summary	
HCM 6th Ctrl Delay	51.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	353	0	138	1	480	186	66	919	2
Future Volume (veh/h)	1	0	2	353	0	138	1	480	186	66	919	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1	0	2	384	0	150	1	522	202	72	999	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	0	6	300	0	267	2	1066	903	91	1159	982
Arrive On Green	0.00	0.00	0.00	0.17	0.00	0.17	0.00	0.59	0.59	0.05	0.64	0.64
Sat Flow, veh/h	1714	0	1525	1714	0	1525	1714	1800	1525	1714	1800	1525
Grp Volume(v), veh/h	1	0	2	384	0	150	1	522	202	72	999	2
Grp Sat Flow(s),veh/h/ln	1714	0	1525	1714	0	1525	1714	1800	1525	1714	1800	1525
Q Serve(g_s), s	0.1	0.0	0.2	21.0	0.0	10.8	0.1	20.0	7.5	5.0	53.3	0.1
Cycle Q Clear(g_c), s	0.1	0.0	0.2	21.0	0.0	10.8	0.1	20.0	7.5	5.0	53.3	0.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	7	0	6	300	0	267	2	1066	903	91	1159	982
V/C Ratio(X)	0.15	0.00	0.33	1.28	0.00	0.56	0.43	0.49	0.22	0.79	0.86	0.00
Avail Cap(c_a), veh/h	386	0	343	300	0	267	71	1066	903	114	1159	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.6	0.0	59.6	49.5	0.0	45.3	59.9	14.1	11.5	56.2	17.1	7.6
Incr Delay (d2), s/veh	3.6	0.0	11.4	149.2	0.0	2.7	91.4	1.6	0.6	25.1	8.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	21.2	0.0	4.2	0.1	7.5	2.4	2.7	20.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	0.0	71.0	198.7	0.0	48.0	151.3	15.7	12.1	81.2	25.6	7.6
LnGrp LOS	E	A	E	F	A	D	F	B	B	F	C	A
Approach Vol, veh/h		3			534			725			1073	
Approach Delay, s/veh		68.4			156.3			14.8			29.3	
Approach LOS		E			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.4	77.7		7.0	4.2	83.9		25.0
Change Period (Y+Rc), s	4.0	* 6.6		* 6.5	4.0	* 6.6		4.0
Max Green Setting (Gmax), s	8.0	* 43		* 27	5.0	* 46		21.0
Max Q Clear Time (g_c+I1), s	7.0	22.0		2.2	2.1	55.3		23.0
Green Ext Time (p_c), s	0.0	1.9		0.0	0.0	0.0		0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	0	18	200	0	113	57	606	374	210	950	49
Future Volume (veh/h)	16	0	18	200	0	113	57	606	374	210	950	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	18	0	20	227	0	128	65	689	425	239	1080	56
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	428	0	381	293	0	499	83	875	651	268	1203	62
Arrive On Green	0.25	0.00	0.25	0.17	0.00	0.17	0.02	0.26	0.26	0.16	0.36	0.36
Sat Flow, veh/h	1714	0	1525	1714	0	1525	1714	3420	1525	1714	3308	171
Grp Volume(v), veh/h	18	0	20	227	0	128	65	689	425	239	558	578
Grp Sat Flow(s),veh/h/ln	1714	0	1525	1714	0	1525	1714	1710	1525	1714	1710	1769
Q Serve(g_s), s	1.0	0.0	1.2	15.2	0.0	7.4	4.5	22.5	26.6	16.4	37.0	37.0
Cycle Q Clear(g_c), s	1.0	0.0	1.2	15.2	0.0	7.4	4.5	22.5	26.6	16.4	37.0	37.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	428	0	381	293	0	499	83	875	651	268	622	644
V/C Ratio(X)	0.04	0.00	0.05	0.78	0.00	0.26	0.79	0.79	0.65	0.89	0.90	0.90
Avail Cap(c_a), veh/h	428	0	381	293	0	499	100	932	676	300	637	659
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.1	0.0	34.2	47.5	0.0	29.7	58.4	41.6	27.3	49.6	36.1	36.1
Incr Delay (d2), s/veh	0.2	0.0	0.3	18.0	0.0	1.2	26.8	4.1	2.0	27.7	15.3	15.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	7.8	0.0	2.7	2.6	9.5	12.6	8.8	16.9	17.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	34.5	65.5	0.0	30.9	85.2	45.7	29.4	77.3	51.4	51.0
LnGrp LOS	C	A	C	E	A	C	F	D	C	E	D	D
Approach Vol, veh/h		38			355			1179			1375	
Approach Delay, s/veh		34.4			53.0			42.0			55.7	
Approach LOS		C			D			D			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	34.0	22.7	37.2	26.1	9.8	50.2
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	27.7	21.0	* 33	20.5	7.0	44.7
Max Q Clear Time (g_c+I1), s	3.2	18.4	28.6	17.2	6.5	39.0
Green Ext Time (p_c), s	0.2	0.4	2.1	0.5	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Notes

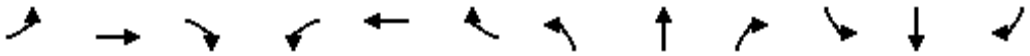
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	33	37	37	981	1138	23
Future Volume (veh/h)	33	37	37	981	1138	23
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	35	39	39	1044	1211	24
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	67	60	52	3057	2848	56
Arrive On Green	0.04	0.04	0.03	0.89	0.83	0.83
Sat Flow, veh/h	1714	1525	1714	3510	3520	68
Grp Volume(v), veh/h	35	39	39	1044	604	631
Grp Sat Flow(s),veh/h/ln	1714	1525	1714	1710	1710	1788
Q Serve(g_s), s	2.4	3.0	2.7	5.6	11.1	11.1
Cycle Q Clear(g_c), s	2.4	3.0	2.7	5.6	11.1	11.1
Prop In Lane	1.00	1.00	1.00			0.04
Lane Grp Cap(c), veh/h	67	60	52	3057	1420	1484
V/C Ratio(X)	0.52	0.65	0.75	0.34	0.43	0.43
Avail Cap(c_a), veh/h	286	254	143	3057	1420	1484
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.29	0.29	0.33	0.33
Uniform Delay (d), s/veh	56.5	56.8	57.7	1.0	2.7	2.7
Incr Delay (d2), s/veh	6.1	11.2	6.2	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	2.7	1.2	0.0	1.7	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	62.6	68.1	63.9	1.1	3.0	3.0
LnGrp LOS	E	E	E	A	A	A
Approach Vol, veh/h	74			1083	1235	
Approach Delay, s/veh	65.5			3.3	3.0	
Approach LOS	E			A	A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	111.3		8.7	7.6	103.6
Change Period (Y+Rc), s	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	92.0		20.0	10.0	78.0
Max Q Clear Time (g_c+I1), s	7.6		5.0	4.7	13.1
Green Ext Time (p_c), s	8.0		0.1	0.0	9.0

Intersection Summary	
HCM 6th Ctrl Delay	5.1
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	90	361	139	420	441	153	202	2154	588	115	1721	62
Future Volume (veh/h)	90	361	139	420	441	153	202	2154	588	115	1721	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	102	410	158	477	501	174	230	2448	0	131	1956	70
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	579	213	484	898	401	293	2457		151	2828	101
Arrive On Green	0.05	0.16	0.16	0.15	0.26	0.26	0.09	0.50	0.00	0.05	0.46	0.46
Sat Flow, veh/h	3326	3539	1302	3326	3420	1525	3326	4914	1525	3326	6183	221
Grp Volume(v), veh/h	102	378	190	477	501	174	230	2448	0	131	1469	557
Grp Sat Flow(s),veh/h/ln	1663	1638	1566	1663	1710	1525	1663	1638	1525	1663	1548	1760
Q Serve(g_s), s	3.3	12.0	12.7	15.7	13.9	10.4	7.5	54.6	0.0	4.3	27.6	27.6
Cycle Q Clear(g_c), s	3.3	12.0	12.7	15.7	13.9	10.4	7.5	54.6	0.0	4.3	27.6	27.6
Prop In Lane	1.00		0.83	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	155	536	256	484	898	401	293	2457		151	2124	805
V/C Ratio(X)	0.66	0.71	0.74	0.99	0.56	0.43	0.78	1.00		0.87	0.69	0.69
Avail Cap(c_a), veh/h	212	536	256	484	898	401	393	2457		151	2124	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.62	0.62	0.62	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.6	43.5	43.8	46.9	35.0	33.8	49.1	27.4	0.0	52.2	23.7	23.7
Incr Delay (d2), s/veh	4.7	7.6	17.5	28.7	1.6	2.1	7.3	17.3	0.0	37.6	1.9	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	5.4	6.1	8.4	6.0	4.1	3.4	24.1	0.0	2.6	10.2	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.3	51.1	61.3	75.6	36.6	35.9	56.4	44.7	0.0	89.8	25.6	28.5
LnGrp LOS	E	D	E	E	D	D	E	D		F	C	C
Approach Vol, veh/h		670			1152			2678	A		2157	
Approach Delay, s/veh		54.8			52.6			45.7			30.2	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	22.0	13.7	54.3	9.1	32.9	9.0	59.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	16.0	18.0	13.0	47.0	7.0	27.0	5.0	55.0
Max Q Clear Time (g_c+I1), s	17.7	14.7	9.5	29.6	5.3	15.9	6.3	56.6
Green Ext Time (p_c), s	0.0	1.2	0.3	12.8	0.0	3.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.8
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	441	170	365	994	446	314	901	126	400	1106	141
Future Volume (veh/h)	166	441	170	365	994	446	314	901	126	400	1106	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	195	519	200	429	1169	525	369	1060	148	471	1301	166
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	253	1431	643	502	1800	810	434	1534	608	547	1579	201
Arrive On Green	0.08	0.29	0.29	0.15	0.37	0.37	0.13	0.25	0.25	0.16	0.28	0.28
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	3326	6192	1525	3326	5603	712
Grp Volume(v), veh/h	195	519	200	429	1169	525	369	1060	148	471	1077	390
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1663	1548	1525	1663	1548	1672
Q Serve(g_s), s	6.3	9.2	9.6	13.8	21.8	27.1	11.9	17.1	7.1	15.2	23.9	24.0
Cycle Q Clear(g_c), s	6.3	9.2	9.6	13.8	21.8	27.1	11.9	17.1	7.1	15.2	23.9	24.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	253	1431	643	502	1800	810	434	1534	608	547	1309	471
V/C Ratio(X)	0.77	0.36	0.31	0.85	0.65	0.65	0.85	0.69	0.24	0.86	0.82	0.83
Avail Cap(c_a), veh/h	272	1431	643	635	1800	810	514	1534	608	695	1309	471
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	0.79	0.16	0.16	0.16	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.9	30.9	21.2	45.5	29.0	18.5	46.8	37.5	22.0	44.7	36.9	37.0
Incr Delay (d2), s/veh	9.7	0.6	1.0	1.6	0.3	0.7	11.2	2.6	0.9	8.8	6.0	15.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	3.7	3.6	5.8	8.5	9.3	5.6	6.7	2.7	6.9	9.6	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	31.5	22.2	47.1	29.3	19.1	58.0	40.1	23.0	53.5	42.9	52.2
LnGrp LOS	E	C	C	D	C	B	E	D	C	D	D	D
Approach Vol, veh/h		914			2123			1577			1938	
Approach Delay, s/veh		35.4			30.4			42.7			47.4	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.6	36.0	18.4	35.0	12.4	44.3	22.1	31.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.6	25.0	17.0	31.0	9.0	37.0	23.0	25.0
Max Q Clear Time (g_c+I1), s	15.8	11.6	13.9	26.0	8.3	29.1	17.2	19.1
Green Ext Time (p_c), s	0.8	3.6	0.4	3.7	0.0	5.6	0.9	3.6

Intersection Summary	
HCM 6th Ctrl Delay	39.1
HCM 6th LOS	D



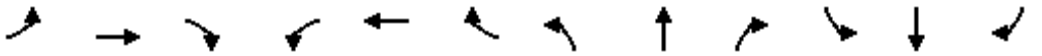
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	134	79	141	253	417	118	756	89	416	1239	496
Future Volume (veh/h)	110	134	79	141	253	417	118	756	89	416	1239	496
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	122	149	88	157	281	463	131	840	99	462	1377	551
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	614	418	233	329	684	565	95	1228	145	568	1757	864
Arrive On Green	0.05	0.20	0.20	0.06	0.20	0.20	0.06	0.40	0.40	0.17	0.51	0.51
Sat Flow, veh/h	3326	2116	1181	1714	3420	1525	1714	3081	363	3326	3420	1525
Grp Volume(v), veh/h	122	119	118	157	281	463	131	466	473	462	1377	551
Grp Sat Flow(s),veh/h/ln	1663	1710	1587	1714	1710	1525	1714	1710	1735	1663	1710	1525
Q Serve(g_s), s	2.6	5.4	5.8	5.0	6.4	18.0	5.0	20.3	20.3	12.0	29.5	22.1
Cycle Q Clear(g_c), s	2.6	5.4	5.8	5.0	6.4	18.0	5.0	20.3	20.3	12.0	29.5	22.1
Prop In Lane	1.00		0.74	1.00		1.00	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	614	338	313	329	684	565	95	682	692	568	1757	864
V/C Ratio(X)	0.20	0.35	0.38	0.48	0.41	0.82	1.38	0.68	0.68	0.81	0.78	0.64
Avail Cap(c_a), veh/h	623	342	317	329	684	565	95	682	692	924	1757	864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	31.2	31.3	29.3	31.4	25.6	42.5	22.4	22.4	35.9	17.8	13.2
Incr Delay (d2), s/veh	0.2	0.6	0.8	1.1	0.4	9.3	221.7	5.5	5.4	2.9	3.6	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	2.3	2.3	0.8	2.7	10.0	8.0	8.8	8.9	5.0	11.6	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	31.8	32.1	30.3	31.8	34.8	264.2	27.9	27.8	38.8	21.4	16.8
LnGrp LOS	C	C	C	C	C	C	F	C	C	D	C	B
Approach Vol, veh/h		359			901			1070			2390	
Approach Delay, s/veh		30.1			33.1			56.8			23.7	
Approach LOS		C			C			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	39.9	9.0	21.8	9.0	50.2	8.8	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	5.0	26.0	5.0	18.0	5.0	46.0	5.0	18.0
Max Q Clear Time (g_c+I1), s	4.0	22.3	7.0	7.8	7.0	31.5	4.6	20.0
Green Ext Time (p_c), s	1.3	2.0	0.0	0.9	0.0	10.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	33.5
HCM 6th LOS	C

HCM 6th Signalized Intersection Summary
1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	623	517	87	125	1602	257	101	75	98	252	231	887
Future Volume (veh/h)	623	517	87	125	1602	257	101	75	98	252	231	887
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	656	544	92	132	1686	271	106	79	103	265	243	934
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	670	2473	768	194	1768	798	165	607	360	280	440	1361
Arrive On Green	0.19	0.48	0.48	0.06	0.34	0.34	0.09	0.17	0.17	0.15	0.23	0.23
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	3610	1610	1810	1900	3220
Grp Volume(v), veh/h	656	544	92	132	1686	271	106	79	103	265	243	934
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	1805	1610	1810	1900	1610
Q Serve(g_s), s	20.5	6.7	2.4	4.1	34.9	0.0	6.2	2.0	3.9	16.0	12.4	4.9
Cycle Q Clear(g_c), s	20.5	6.7	2.4	4.1	34.9	0.0	6.2	2.0	3.9	16.0	12.4	4.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	670	2473	768	194	1768	798	165	607	360	280	440	1361
V/C Ratio(X)	0.98	0.22	0.12	0.68	0.95	0.34	0.64	0.13	0.29	0.95	0.55	0.69
Avail Cap(c_a), veh/h	670	2473	768	319	1768	798	165	607	360	280	440	1361
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	0.45	0.45	0.45	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	16.8	7.5	51.0	35.4	16.8	48.3	38.9	17.6	46.1	37.2	25.8
Incr Delay (d2), s/veh	26.8	0.2	0.3	1.9	7.0	0.5	8.3	0.4	2.0	39.8	4.9	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.8	2.5	1.3	1.8	14.6	4.2	3.2	0.9	1.8	10.2	6.3	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.1	17.0	7.8	52.9	42.4	17.4	56.6	39.4	19.6	85.8	42.1	28.6
LnGrp LOS	E	B	A	D	D	B	E	D	B	F	D	C
Approach Vol, veh/h		1292			2089			288			1442	
Approach Delay, s/veh		43.8			39.8			38.6			41.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	56.4	14.0	29.5	25.0	41.5	21.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	48.5	10.0	25.5	21.0	37.5	17.0	18.5
Max Q Clear Time (g_c+I1), s	6.1	8.7	8.2	14.4	22.5	36.9	18.0	5.9
Green Ext Time (p_c), s	0.1	3.7	0.0	4.4	0.0	0.5	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	41.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	833	366	403	1629	105	216	290	101	106	508	424
Future Volume (veh/h)	93	833	366	403	1629	105	216	290	101	106	508	424
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	98	877	385	424	1715	111	227	305	106	112	535	446
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	1267	786	1087	2316	1033	249	484	410	139	701	313
Arrive On Green	0.04	0.35	0.35	0.31	0.64	0.64	0.14	0.25	0.25	0.03	0.06	0.06
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	1810	1900	1610	1810	3610	1610
Grp Volume(v), veh/h	98	877	385	424	1715	111	227	305	106	112	535	446
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1810	1900	1610	1810	1805	1610
Q Serve(g_s), s	3.3	25.0	9.7	11.4	38.9	3.2	14.8	17.1	4.3	7.4	17.5	23.3
Cycle Q Clear(g_c), s	3.3	25.0	9.7	11.4	38.9	3.2	14.8	17.1	4.3	7.4	17.5	23.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	1267	786	1087	2316	1033	249	484	410	139	701	313
V/C Ratio(X)	0.65	0.69	0.49	0.39	0.74	0.11	0.91	0.63	0.26	0.81	0.76	1.43
Avail Cap(c_a), veh/h	410	1267	786	1087	2316	1033	249	484	410	219	701	313
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	0.90	0.90
Uniform Delay (d), s/veh	56.5	33.4	15.7	32.5	14.7	8.3	51.0	39.7	17.0	57.6	53.4	56.2
Incr Delay (d2), s/veh	1.7	3.1	2.2	0.1	2.2	0.2	34.6	6.1	1.5	4.7	7.0	207.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	10.9	4.6	4.7	14.0	1.0	8.8	8.4	2.5	3.6	9.1	28.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.3	36.5	17.8	32.6	16.9	8.5	85.6	45.8	18.5	62.3	60.4	264.1
LnGrp LOS	E	D	B	C	B	A	F	D	B	E	E	F
Approach Vol, veh/h		1360			2250			638			1093	
Approach Delay, s/veh		32.8			19.4			55.4			143.7	
Approach LOS		C			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	49.0	20.0	31.0	9.2	83.4	12.7	38.3
Change Period (Y+Rc), s	* 6.4	* 6.9	3.5	7.7	4.0	* 6.4	3.5	7.7
Max Green Setting (Gmax), s	* 16	* 42	16.5	23.3	14.0	* 45	14.5	25.3
Max Q Clear Time (g_c+I1), s	11.4	27.0	16.8	25.3	5.3	40.9	9.4	19.1
Green Ext Time (p_c), s	0.3	2.8	0.0	0.0	0.1	2.3	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	52.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	262	200	425	937	166	386	244	99	130	772	504
Future Volume (veh/h)	79	262	200	425	937	166	386	244	99	130	772	504
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	276	211	447	986	175	406	257	104	137	813	531
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	347	478	580	739	1103	196	392	1026	787	193	920	565
Arrive On Green	0.10	0.25	0.25	0.20	0.36	0.36	0.11	0.28	0.28	0.05	0.25	0.25
Sat Flow, veh/h	3619	1900	1610	3619	3064	543	3619	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	83	276	211	447	580	581	406	257	104	137	813	531
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1802	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	2.5	15.3	5.7	13.5	36.4	36.5	13.0	6.6	0.0	4.6	26.0	21.5
Cycle Q Clear(g_c), s	2.5	15.3	5.7	13.5	36.4	36.5	13.0	6.6	0.0	4.6	26.0	21.5
Prop In Lane	1.00		1.00	1.00		0.30	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	347	478	580	739	650	649	392	1026	787	193	920	565
V/C Ratio(X)	0.24	0.58	0.36	0.60	0.89	0.89	1.04	0.25	0.13	0.71	0.88	0.94
Avail Cap(c_a), veh/h	392	478	580	784	650	649	392	1026	787	234	920	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	39.3	10.6	43.3	36.2	36.3	53.5	33.1	16.8	55.8	43.0	23.0
Incr Delay (d2), s/veh	0.4	5.0	1.8	1.2	17.1	17.3	54.9	0.6	0.3	7.6	9.8	23.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	7.5	2.5	5.9	18.1	18.1	8.6	2.8	1.5	2.2	12.2	10.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.5	44.3	12.4	44.5	53.3	53.6	108.4	33.7	17.1	63.4	52.8	46.6
LnGrp LOS	D	D	B	D	D	D	F	C	B	E	D	D
Approach Vol, veh/h		570			1608			767			1481	
Approach Delay, s/veh		33.4			51.0			71.0			51.6	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	37.0	17.0	37.5	15.5	50.0	13.5	41.0
Change Period (Y+Rc), s	* 4	6.8	4.0	6.9	* 4	6.8	6.9	* 6.9
Max Green Setting (Gmax), s	* 4	30.2	13.0	29.1	* 13	43.2	8.0	* 34
Max Q Clear Time (g_c+I1), s	15.5	17.3	15.0	28.0	4.5	38.5	6.6	8.6
Green Ext Time (p_c), s	1.2	1.0	0.0	0.6	0.1	2.0	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	52.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	0	2	369	0	155	1	503	221	197	1205	2
Future Volume (veh/h)	1	0	2	369	0	155	1	503	221	197	1205	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	0	2	388	0	163	1	529	233	207	1268	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	7	0	6	377	0	335	2	1741	776	235	2258	4
Arrive On Green	0.00	0.00	0.00	0.21	0.00	0.21	0.00	0.48	0.48	0.13	0.61	0.61
Sat Flow, veh/h	1809	0	1610	1810	0	1610	1810	3610	1610	1810	3698	6
Grp Volume(v), veh/h	1	0	2	388	0	163	1	529	233	207	619	651
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1610	1810	1805	1899
Q Serve(g_s), s	0.1	0.0	0.1	25.0	0.0	10.7	0.1	10.7	10.5	13.5	24.4	24.4
Cycle Q Clear(g_c), s	0.1	0.0	0.1	25.0	0.0	10.7	0.1	10.7	10.5	13.5	24.4	24.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	7	0	6	377	0	335	2	1741	776	235	1102	1159
V/C Ratio(X)	0.14	0.00	0.31	1.03	0.00	0.49	0.40	0.30	0.30	0.88	0.56	0.56
Avail Cap(c_a), veh/h	407	0	362	377	0	335	75	1741	776	256	1102	1159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.6	0.0	59.6	47.5	0.0	41.8	59.9	18.8	18.8	51.3	13.9	13.9
Incr Delay (d2), s/veh	3.2	0.0	10.0	54.1	0.0	1.1	81.9	0.5	1.0	26.7	2.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.1	16.6	0.0	4.3	0.1	4.2	3.8	7.6	9.1	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.8	0.0	69.6	101.6	0.0	42.9	141.7	19.3	19.8	78.0	15.9	15.8
LnGrp LOS	E	A	E	F	A	D	F	B	B	E	B	B
Approach Vol, veh/h		3			551			763			1477	
Approach Delay, s/veh		67.3			84.2			19.6			24.6	
Approach LOS		E			F			B			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.6	64.5		7.0	4.2	79.9		29.0
Change Period (Y+Rc), s	4.0	* 6.6		* 6.5	4.0	* 6.6		4.0
Max Green Setting (Gmax), s	17.0	* 30		* 27	5.0	* 42		25.0
Max Q Clear Time (g_c+I1), s	15.5	12.7		2.1	2.1	26.4		27.0
Green Ext Time (p_c), s	0.1	2.1		0.0	0.0	6.6		0.0

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	0	19	207	0	117	60	638	412	322	1139	51
Future Volume (veh/h)	17	0	19	207	0	117	60	638	412	322	1139	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	0	20	218	0	123	63	672	434	339	1199	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	457	0	406	202	0	180	82	981	617	356	1489	67
Arrive On Green	0.25	0.00	0.25	0.11	0.00	0.11	0.01	0.27	0.27	0.20	0.42	0.42
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3610	1610	1810	3518	158
Grp Volume(v), veh/h	18	0	20	218	0	123	63	672	434	339	615	638
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1610	1810	1805	1871
Q Serve(g_s), s	0.9	0.0	1.1	13.4	0.0	8.8	4.2	20.0	27.3	22.2	35.8	35.8
Cycle Q Clear(g_c), s	0.9	0.0	1.1	13.4	0.0	8.8	4.2	20.0	27.3	22.2	35.8	35.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	457	0	406	202	0	180	82	981	617	356	764	792
V/C Ratio(X)	0.04	0.00	0.05	1.08	0.00	0.68	0.77	0.68	0.70	0.95	0.80	0.81
Avail Cap(c_a), veh/h	457	0	406	202	0	180	160	1110	675	356	764	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.86	0.86	0.86	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	0.0	34.0	53.3	0.0	51.3	58.5	39.1	31.2	47.6	30.3	30.3
Incr Delay (d2), s/veh	0.2	0.0	0.2	85.9	0.0	19.1	12.1	1.3	2.6	35.9	6.3	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	10.7	0.0	4.4	2.2	8.5	12.5	13.0	15.5	16.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	0.0	34.2	139.2	0.0	70.4	70.6	40.4	33.8	83.6	36.6	36.4
LnGrp LOS	C	A	C	F	A	E	E	D	C	F	D	D
Approach Vol, veh/h		38			341			1169			1592	
Approach Delay, s/veh		34.1			114.3			39.6			46.5	
Approach LOS		C			F			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	34.3	27.6	39.1	19.0	9.4	57.3
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	28.0	23.6	* 37	13.4	10.6	47.9
Max Q Clear Time (g_c+I1), s	3.1	24.2	29.3	15.4	6.2	37.8
Green Ext Time (p_c), s	0.2	0.0	3.3	0.0	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	51.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	177	145	108	1244	1658	131
Future Volume (veh/h)	177	145	108	1244	1658	131
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	186	153	114	1309	1745	138
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	220	196	140	2931	2378	186
Arrive On Green	0.12	0.12	0.08	0.81	0.47	0.47
Sat Flow, veh/h	1810	1610	1810	3705	3487	265
Grp Volume(v), veh/h	186	153	114	1309	919	964
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1852
Q Serve(g_s), s	12.1	11.1	7.4	12.8	49.2	50.9
Cycle Q Clear(g_c), s	12.1	11.1	7.4	12.8	49.2	50.9
Prop In Lane	1.00	1.00	1.00			0.14
Lane Grp Cap(c), veh/h	220	196	140	2931	1265	1298
V/C Ratio(X)	0.85	0.78	0.81	0.45	0.73	0.74
Avail Cap(c_a), veh/h	287	255	196	2931	1265	1298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	1.00	0.40	0.40	0.39	0.39
Uniform Delay (d), s/veh	51.6	51.2	54.5	3.3	22.6	23.0
Incr Delay (d2), s/veh	16.4	11.1	7.1	0.2	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	10.2	3.5	2.4	21.4	22.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	68.0	62.2	61.6	3.5	24.0	24.5
LnGrp LOS	E	E	E	A	C	C
Approach Vol, veh/h	339			1423	1883	
Approach Delay, s/veh	65.4			8.2	24.3	
Approach LOS	E			A	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		101.4		18.6	13.3	88.1
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		93.0		19.0	13.0	76.0
Max Q Clear Time (g_c+I1), s		14.8		14.1	9.4	52.9
Green Ext Time (p_c), s		11.6		0.5	0.1	14.0

Intersection Summary		
HCM 6th Ctrl Delay		21.8
HCM 6th LOS		C



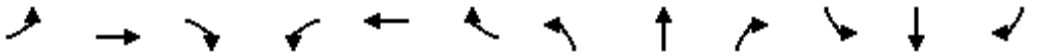
Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	586	0	1017	0	1281	575	0	1958	245	0	0
Future Volume (veh/h)	586	0	1017	0	1281	575	0	1958	245	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	1900		
Adj Flow Rate, veh/h	617	617	1071	0	1348	0	0	2061	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	627	627	982	0	2928		0	2038			
Arrive On Green	0.35	0.35	0.35	0.00	0.56	0.00	0.00	1.00	0.00		
Sat Flow, veh/h	1810	1810	2834	0	5358	1610	0	3705	1610		
Grp Volume(v), veh/h	617	617	1071	0	1348	0	0	2061	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1417	0	1729	1610	0	1805	1610		
Q Serve(g_s), s	30.4	30.4	31.2	0.0	13.8	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	30.4	30.4	31.2	0.0	13.8	0.0	0.0	0.0	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	627	627	982	0	2928		0	2038			
V/C Ratio(X)	0.98	0.98	1.09	0.00	0.46		0.00	1.01			
Avail Cap(c_a), veh/h	627	627	982	0	2928		0	2038			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.75	0.00		
Uniform Delay (d), s/veh	29.1	29.1	29.4	0.0	11.5	0.0	0.0	0.0	0.0		
Incr Delay (d2), s/veh	31.7	31.7	56.5	0.0	0.5	0.0	0.0	20.1	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	18.3	18.3	18.0	0.0	4.4	0.0	0.0	5.7	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	60.8	60.8	85.9	0.0	12.1	0.0	0.0	20.1	0.0		
LnGrp LOS	E	E	F	A	B		A	F			
Approach Vol, veh/h	1688	1688			1348	A		2061	A		
Approach Delay, s/veh	76.7	76.7			12.1			20.1			
Approach LOS	E	E			B			C			

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	54.8	35.2	54.8
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	50.8	31.2	50.8
Max Q Clear Time (g_c+I1), s	15.8	33.2	2.0
Green Ext Time (p_c), s	10.9	0.0	26.1

Intersection Summary	
HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	497	146	441	747	155	246	2262	900	234	1807	85
Future Volume (veh/h)	95	497	146	441	747	155	246	2262	900	234	1807	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	100	523	154	464	786	163	259	2381	0	246	1902	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	155	692	198	479	957	427	326	3090		255	2918	137
Arrive On Green	0.04	0.17	0.17	0.14	0.27	0.27	0.09	0.47	0.00	0.07	0.45	0.45
Sat Flow, veh/h	3510	4004	1147	3510	3610	1610	3510	6536	1610	3510	6446	302
Grp Volume(v), veh/h	100	450	227	464	786	163	259	2381	0	246	1446	545
Grp Sat Flow(s),veh/h/ln	1755	1729	1693	1755	1805	1610	1755	1634	1610	1755	1634	1846
Q Serve(g_s), s	3.1	13.6	14.1	14.5	22.5	9.1	7.9	33.2	0.0	7.7	25.2	25.2
Cycle Q Clear(g_c), s	3.1	13.6	14.1	14.5	22.5	9.1	7.9	33.2	0.0	7.7	25.2	25.2
Prop In Lane	1.00		0.68	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	155	597	293	479	957	427	326	3090		255	2219	835
V/C Ratio(X)	0.65	0.75	0.78	0.97	0.82	0.38	0.80	0.77		0.96	0.65	0.65
Avail Cap(c_a), veh/h	160	597	293	479	957	427	415	3090		255	2219	835
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.7	43.3	43.5	47.3	38.0	33.1	48.9	24.1	0.0	50.9	23.4	23.4
Incr Delay (d2), s/veh	8.4	8.5	18.2	24.7	5.0	1.6	8.1	1.9	0.0	46.1	1.5	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	6.5	7.3	7.9	10.5	3.7	3.8	12.8	0.0	5.0	9.8	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.1	51.8	61.6	72.0	42.9	34.6	57.0	26.0	0.0	97.0	24.9	27.3
LnGrp LOS	E	D	E	E	D	C	E	C		F	C	C
Approach Vol, veh/h		777			1413			2640	A		2237	
Approach Delay, s/veh		55.7			51.5			29.0			33.4	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	23.0	14.2	53.8	8.8	33.2	12.0	56.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	15.0	19.0	13.0	47.0	5.0	29.0	8.0	52.0
Max Q Clear Time (g_c+I1), s	16.5	16.1	9.9	27.2	5.1	24.5	9.7	35.2
Green Ext Time (p_c), s	0.0	1.2	0.3	13.9	0.0	2.3	0.0	14.4

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	244	462	254	449	1043	468	330	946	132	420	1390	146
Future Volume (veh/h)	244	462	254	449	1043	468	330	946	132	420	1390	146
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	257	486	267	473	1098	493	347	996	139	442	1463	154
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	324	1439	639	553	1778	792	419	1766	689	524	1815	191
Arrive On Green	0.09	0.28	0.28	0.16	0.34	0.34	0.12	0.27	0.27	0.15	0.30	0.30
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	6536	1610	3510	6051	636
Grp Volume(v), veh/h	257	486	267	473	1098	493	347	996	139	442	1185	432
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1634	1610	1755	1634	1786
Q Serve(g_s), s	7.9	8.2	13.2	14.4	19.4	24.7	10.6	14.4	5.9	13.5	24.5	24.6
Cycle Q Clear(g_c), s	7.9	8.2	13.2	14.4	19.4	24.7	10.6	14.4	5.9	13.5	24.5	24.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.36
Lane Grp Cap(c), veh/h	324	1439	639	553	1778	792	419	1766	689	524	1471	536
V/C Ratio(X)	0.79	0.34	0.42	0.85	0.62	0.62	0.83	0.56	0.20	0.84	0.81	0.81
Avail Cap(c_a), veh/h	415	1439	639	702	1778	792	543	1766	689	702	1471	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.36	0.36	0.36	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.9	31.7	24.0	45.1	30.1	20.5	47.3	34.6	19.7	45.5	35.5	35.6
Incr Delay (d2), s/veh	5.4	0.4	1.3	3.2	0.6	1.3	8.1	1.3	0.7	7.1	4.8	12.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	3.5	5.2	6.5	8.1	9.3	5.1	5.9	2.3	6.4	10.3	12.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	32.1	25.3	48.3	30.7	21.8	55.4	35.9	20.4	52.6	40.3	47.9
LnGrp LOS	D	C	C	D	C	C	E	D	C	D	D	D
Approach Vol, veh/h		1010			2064			1482			2059	
Approach Delay, s/veh		36.0			32.6			39.0			44.6	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	34.5	17.1	37.0	14.1	41.7	20.4	33.7
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	22.0	17.0	33.0	13.0	31.0	22.0	28.0
Max Q Clear Time (g_c+I1), s	16.4	15.2	12.6	26.6	9.9	26.7	15.5	16.4
Green Ext Time (p_c), s	0.9	2.4	0.5	4.8	0.3	3.2	0.9	5.6

Intersection Summary	
HCM 6th Ctrl Delay	38.3
HCM 6th LOS	D



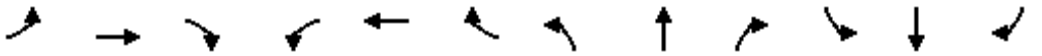
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	167	211	150	222	334	641	171	1047	140	575	1798	602
Future Volume (veh/h)	167	211	150	222	334	641	171	1047	140	575	1798	602
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	176	222	158	234	352	675	180	1102	147	605	1893	634
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	237	401	327	226	608	592	166	1998	266	699	1945	977
Arrive On Green	0.07	0.11	0.11	0.13	0.17	0.17	0.09	0.43	0.43	0.20	0.54	0.54
Sat Flow, veh/h	3510	3610	1610	1810	3610	1610	1810	4630	617	3510	3610	1610
Grp Volume(v), veh/h	176	222	158	234	352	675	180	823	426	605	1893	634
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1810	1805	1610	1810	1729	1789	1755	1805	1610
Q Serve(g_s), s	5.9	7.0	10.4	15.0	10.8	20.2	11.0	21.3	21.3	20.0	61.0	30.7
Cycle Q Clear(g_c), s	5.9	7.0	10.4	15.0	10.8	20.2	11.0	21.3	21.3	20.0	61.0	30.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	237	401	327	226	608	592	166	1492	772	699	1945	977
V/C Ratio(X)	0.74	0.55	0.48	1.03	0.58	1.14	1.09	0.55	0.55	0.87	0.97	0.65
Avail Cap(c_a), veh/h	380	542	389	226	608	592	166	1492	772	995	1945	977
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.9	50.5	42.3	52.5	46.0	37.9	54.5	25.4	25.5	46.5	26.8	15.3
Incr Delay (d2), s/veh	4.5	1.2	1.1	69.1	1.4	82.2	94.4	1.5	2.8	5.8	15.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.2	4.2	11.1	5.0	30.5	9.4	9.0	9.6	9.3	28.9	11.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.4	51.7	43.4	121.6	47.3	120.1	148.9	26.9	28.3	52.3	41.8	18.7
LnGrp LOS	E	D	D	F	D	F	F	C	C	D	D	B
Approach Vol, veh/h		556			1261			1429			3132	
Approach Delay, s/veh		51.8			100.1			42.7			39.1	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	55.8	19.0	17.3	15.0	68.7	12.1	24.2
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	37.0	15.0	18.0	11.0	60.0	13.0	20.0
Max Q Clear Time (g_c+I1), s	12.0	23.3	17.0	12.4	13.0	63.0	7.9	22.2
Green Ext Time (p_c), s	1.9	7.1	0.0	0.9	0.0	0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.1
HCM 6th LOS	D

HCM 6th Signalized Intersection Summary
1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1214	1490	145	242	1429	570	167	323	423	142	324	622
Future Volume (veh/h)	1214	1490	145	242	1429	570	167	323	423	142	324	622
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1278	1568	153	255	1504	600	176	340	445	149	341	655
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1141	2719	844	322	1509	616	166	575	404	166	302	1559
Arrive On Green	0.32	1.00	1.00	0.18	0.58	0.58	0.09	0.16	0.16	0.09	0.16	0.16
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	3610	1610	1810	1900	3220
Grp Volume(v), veh/h	1278	1568	153	255	1504	600	176	340	445	149	341	655
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	1805	1610	1810	1900	1610
Q Serve(g_s), s	39.0	0.0	0.0	8.3	34.6	34.9	11.0	10.5	19.1	9.8	19.1	15.8
Cycle Q Clear(g_c), s	39.0	0.0	0.0	8.3	34.6	34.9	11.0	10.5	19.1	9.8	19.1	15.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1141	2719	844	322	1509	616	166	575	404	166	302	1559
V/C Ratio(X)	1.12	0.58	0.18	0.79	1.00	0.97	1.06	0.59	1.10	0.90	1.13	0.42
Avail Cap(c_a), veh/h	1141	2719	844	731	1509	616	166	575	404	166	302	1559
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	0.25	0.32	0.32	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.5	0.0	0.0	47.9	25.0	10.5	54.5	46.8	27.8	53.9	50.4	20.0
Incr Delay (d2), s/veh	57.5	0.2	0.1	1.5	12.4	15.3	87.0	4.4	75.2	42.0	90.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.7	0.1	0.0	3.3	8.8	6.7	9.0	5.1	16.9	6.4	16.7	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.0	0.2	0.1	49.4	37.5	25.8	141.5	51.3	103.0	95.9	141.2	20.9
LnGrp LOS	F	A	A	D	D	C	F	D	F	F	F	C
Approach Vol, veh/h		2999			2359			961			1145	
Approach Delay, s/veh		41.9			35.8			91.7			66.5	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	66.9	15.0	23.1	43.0	38.9	15.0	23.1
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	25.0	48.9	11.0	19.1	39.0	34.9	11.0	19.1
Max Q Clear Time (g_c+I1), s	10.3	2.0	13.0	21.1	41.0	36.9	11.8	21.1
Green Ext Time (p_c), s	0.7	15.2	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	440	1268	365	170	940	87	405	447	291	79	297	205
Future Volume (veh/h)	440	1268	365	170	940	87	405	447	291	79	297	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	458	1321	380	177	979	91	422	466	303	82	309	214
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	426	1686	1103	176	1429	637	394	740	627	103	825	564
Arrive On Green	0.12	0.47	0.47	0.05	0.40	0.40	0.22	0.39	0.39	0.04	0.15	0.15
Sat Flow, veh/h	3510	3610	1610	3510	3610	1610	1810	1900	1610	1810	3610	1610
Grp Volume(v), veh/h	458	1321	380	177	979	91	422	466	303	82	309	214
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1610	1810	1900	1610	1810	1805	1610
Q Serve(g_s), s	17.0	43.1	13.6	7.0	31.5	5.1	30.5	27.8	19.8	6.3	10.8	14.6
Cycle Q Clear(g_c), s	17.0	43.1	13.6	7.0	31.5	5.1	30.5	27.8	19.8	6.3	10.8	14.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	1686	1103	176	1429	637	394	740	627	103	825	564
V/C Ratio(X)	1.07	0.78	0.34	1.01	0.69	0.14	1.07	0.63	0.48	0.80	0.37	0.38
Avail Cap(c_a), veh/h	426	1686	1103	176	1429	637	394	740	627	165	825	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	61.5	31.3	9.1	66.5	35.1	27.1	54.8	34.6	32.1	66.5	50.3	37.7
Incr Delay (d2), s/veh	64.9	3.7	0.9	70.1	2.7	0.5	65.4	4.0	2.7	5.0	1.2	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	18.5	4.4	4.8	13.8	2.0	20.5	13.0	7.8	3.0	5.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	126.4	35.1	9.9	136.6	37.8	27.6	120.1	38.6	34.8	71.5	51.5	39.5
LnGrp LOS	F	D	A	F	D	C	F	D	C	E	D	D
Approach Vol, veh/h		2159			1247			1191			605	
Approach Delay, s/veh		50.0			51.1			66.5			50.0	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	72.8	34.0	39.7	21.0	62.8	11.5	62.2
Change Period (Y+Rc), s	4.0	* 6.9	3.5	7.7	4.0	* 6.9	3.5	7.7
Max Green Setting (Gmax), s	7.0	* 48	30.5	32.0	17.0	* 39	12.8	49.7
Max Q Clear Time (g_c+I1), s	19.0	45.1	32.5	16.6	19.0	33.5	8.3	29.8
Green Ext Time (p_c), s	0.0	1.8	0.0	1.2	0.0	1.8	0.0	1.9

Intersection Summary	
HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	392	918	464	100	496	222	232	796	391	249	415	120
Future Volume (veh/h)	392	918	464	100	496	222	232	796	391	249	415	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	396	927	469	101	501	224	234	804	395	252	419	121
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	454	942	926	1036	1643	731	287	823	828	251	794	556
Arrive On Green	0.13	0.50	0.50	0.29	0.68	0.68	0.08	0.23	0.23	0.07	0.22	0.22
Sat Flow, veh/h	3619	1900	1610	3619	2430	1081	3619	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	396	927	469	101	372	353	234	804	395	252	419	121
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1810	1805	1705	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	15.0	67.3	23.6	2.9	11.7	11.8	8.9	31.0	4.6	10.0	14.3	7.4
Cycle Q Clear(g_c), s	15.0	67.3	23.6	2.9	11.7	11.8	8.9	31.0	4.6	10.0	14.3	7.4
Prop In Lane	1.00		1.00	1.00		0.63	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	454	942	926	1036	1221	1154	287	823	828	251	794	556
V/C Ratio(X)	0.87	0.98	0.51	0.10	0.30	0.31	0.81	0.98	0.48	1.00	0.53	0.22
Avail Cap(c_a), veh/h	543	942	926	1036	1221	1154	362	823	828	251	794	556
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	60.1	34.8	25.7	36.7	9.2	9.2	63.4	53.7	28.4	65.0	48.2	32.4
Incr Delay (d2), s/veh	12.7	25.8	2.0	0.0	0.6	0.7	10.8	26.4	2.0	58.1	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	35.4	8.4	1.3	4.3	4.1	4.4	16.5	9.4	6.4	6.3	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	60.5	27.7	36.7	9.9	9.9	74.2	80.1	30.4	123.1	48.5	32.5
LnGrp LOS	E	E	C	D	A	A	E	F	C	F	D	C
Approach Vol, veh/h		1792			826			1433			792	
Approach Delay, s/veh		54.6			13.2			65.4			69.8	
Approach LOS		D			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.6	76.2	15.1	37.7	21.6	102.2	14.0	38.8
Change Period (Y+Rc), s	* 6.8	* 6.8	4.0	6.9	4.0	* 6.8	4.0	6.9
Max Green Setting (Gmax), s	* 7	* 69	14.0	27.9	21.0	* 55	10.0	31.9
Max Q Clear Time (g_c+I1), s	14.9	69.3	10.9	16.3	17.0	13.8	12.0	33.0
Green Ext Time (p_c), s	0.0	0.1	0.2	1.3	0.5	2.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	2	1	254	0	99	1	1317	361	234	690	2
Future Volume (veh/h)	0	2	1	254	0	99	1	1317	361	234	690	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	2	1	267	0	104	1	1386	380	246	726	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	7	6	259	0	230	2	2056	917	247	2602	7
Arrive On Green	0.00	0.00	0.00	0.14	0.00	0.14	0.00	0.57	0.57	0.14	0.70	0.70
Sat Flow, veh/h	0	1900	1610	1810	0	1610	1810	3610	1610	1810	3693	10
Grp Volume(v), veh/h	0	2	1	267	0	104	1	1386	380	246	355	373
Grp Sat Flow(s),veh/h/ln	0	1900	1610	1810	0	1610	1810	1805	1610	1810	1805	1898
Q Serve(g_s), s	0.0	0.1	0.1	20.0	0.0	8.3	0.1	37.5	18.6	19.0	10.1	10.1
Cycle Q Clear(g_c), s	0.0	0.1	0.1	20.0	0.0	8.3	0.1	37.5	18.6	19.0	10.1	10.1
Prop In Lane	0.00		1.00	1.00		1.00	1.00		1.00	1.00		0.01
Lane Grp Cap(c), veh/h	0	7	6	259	0	230	2	2056	917	247	1272	1338
V/C Ratio(X)	0.00	0.27	0.16	1.03	0.00	0.45	0.41	0.67	0.41	1.00	0.28	0.28
Avail Cap(c_a), veh/h	0	366	311	259	0	230	65	2056	917	247	1272	1338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	69.5	69.5	60.0	0.0	55.0	69.8	21.0	17.0	60.4	7.6	7.6
Incr Delay (d2), s/veh	0.0	6.9	4.2	64.8	0.0	1.4	82.3	1.8	1.4	56.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.1	0.0	13.7	0.0	3.4	0.1	14.9	6.7	12.3	3.5	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	76.4	73.7	124.8	0.0	56.4	152.2	22.8	18.4	116.6	8.1	8.1
LnGrp LOS	A	E	E	F	A	E	F	C	B	F	A	A
Approach Vol, veh/h		3			371			1767			974	
Approach Delay, s/veh		75.5			105.6			21.9			35.5	
Approach LOS		E			F			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	3.7	105.3		7.1	22.6	86.3		24.0
Change Period (Y+Rc), s	3.5	* 6.6		* 6.5	3.5	* 6.6		4.0
Max Green Setting (Gmax), s	5.6	* 67		* 27	19.1	* 53		20.0
Max Q Clear Time (g_c+I1), s	2.1	12.1		2.1	21.0	39.5		22.0
Green Ext Time (p_c), s	0.0	2.3		0.0	0.0	8.4		0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	0	71	347	0	369	28	1326	230	246	778	26
Future Volume (veh/h)	62	0	71	347	0	369	28	1326	230	246	778	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	0	75	365	0	388	29	1396	242	259	819	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1397	0	1243	302	0	488	44	1380	884	246	1773	58
Arrive On Green	0.77	0.00	0.77	0.17	0.00	0.17	0.02	0.76	0.76	0.14	0.99	0.99
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3610	1610	1810	3566	118
Grp Volume(v), veh/h	65	0	75	365	0	388	29	1396	242	259	414	432
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1610	1810	1805	1879
Q Serve(g_s), s	1.2	0.0	1.6	23.4	0.0	12.0	2.2	53.5	5.2	19.0	0.3	0.3
Cycle Q Clear(g_c), s	1.2	0.0	1.6	23.4	0.0	12.0	2.2	53.5	5.2	19.0	0.3	0.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	1397	0	1243	302	0	488	44	1380	884	246	898	934
V/C Ratio(X)	0.05	0.00	0.06	1.21	0.00	0.80	0.66	1.01	0.27	1.05	0.46	0.46
Avail Cap(c_a), veh/h	1397	0	1243	302	0	488	127	1380	884	246	898	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	2.00	2.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.8	0.0	3.8	58.3	0.0	44.8	68.3	16.5	5.9	60.5	0.2	0.2
Incr Delay (d2), s/veh	0.1	0.0	0.1	120.0	0.0	12.6	12.3	24.1	0.1	72.5	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	20.5	0.0	5.0	1.2	10.8	2.0	13.4	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	0.0	3.9	178.3	0.0	57.5	80.6	40.6	6.0	133.0	0.6	0.5
LnGrp LOS	A	A	A	F	A	E	F	F	A	F	A	A
Approach Vol, veh/h		140			753			1667			1105	
Approach Delay, s/veh		3.9			116.0			36.3			31.6	
Approach LOS		A			F			D			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	114.6	25.5	58.0	29.0	7.4	76.1
Change Period (Y+Rc), s	4.0	6.5	* 4.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	26.0	19.0	* 54	23.4	9.8	60.7
Max Q Clear Time (g_c+I1), s	3.6	21.0	55.5	25.4	4.2	2.3
Green Ext Time (p_c), s	1.0	0.0	0.0	0.0	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	241	249	41	1568	1284	119
Future Volume (veh/h)	241	249	41	1568	1284	119
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	248	257	42	1616	1324	123
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	326	290	55	2754	2352	218
Arrive On Green	0.18	0.18	0.03	0.76	1.00	1.00
Sat Flow, veh/h	1810	1610	1810	3705	3435	309
Grp Volume(v), veh/h	248	257	42	1616	713	734
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1844
Q Serve(g_s), s	18.2	21.8	3.2	26.9	0.0	0.0
Cycle Q Clear(g_c), s	18.2	21.8	3.2	26.9	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	326	290	55	2754	1271	1299
V/C Ratio(X)	0.76	0.89	0.77	0.59	0.56	0.57
Avail Cap(c_a), veh/h	465	414	129	2754	1271	1299
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.16	0.16	0.88	0.88
Uniform Delay (d), s/veh	54.5	56.0	67.4	7.1	0.0	0.0
Incr Delay (d2), s/veh	4.5	15.2	3.7	0.1	1.6	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	19.4	1.5	7.7	0.6	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	59.1	71.2	71.1	7.3	1.6	1.6
LnGrp LOS	E	E	E	A	A	A
Approach Vol, veh/h	505			1658	1447	
Approach Delay, s/veh	65.2			8.9	1.6	
Approach LOS	E			A	A	

Timer - Assigned Phs	2		4	5	6
Phs Duration (G+Y+Rc), s	110.8		29.2	8.2	102.6
Change Period (Y+Rc), s	4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s	96.0		36.0	10.0	82.0
Max Q Clear Time (g_c+I1), s	28.9		23.8	5.2	2.0
Green Ext Time (p_c), s	17.2		1.4	0.0	12.3

Intersection Summary	
HCM 6th Ctrl Delay	13.8
HCM 6th LOS	B



Movement	EBL2	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	SWL	SWR
Lane Configurations											
Traffic Volume (veh/h)	566	0	588	0	1791	798	0	1611	507	0	0
Future Volume (veh/h)	566	0	588	0	1791	798	0	1611	507	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00		1.00	1.00		1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Work Zone On Approach		No			No			No			
Adj Sat Flow, veh/h/ln	1900	1900	1900	0	1900	1900	0	1900	1900		
Adj Flow Rate, veh/h	584	584	606	0	1846	0	0	1661	0		
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0		
Cap, veh/h	644	644	1009	0	2879		0	2003			
Arrive On Green	0.36	0.36	0.36	0.00	0.55	0.00	0.00	1.00	0.00		
Sat Flow, veh/h	1810	1810	2834	0	5358	1610	0	3705	1610		
Grp Volume(v), veh/h	584	584	606	0	1846	0	0	1661	0		
Grp Sat Flow(s),veh/h/ln	1810	1810	1417	0	1729	1610	0	1805	1610		
Q Serve(g_s), s	27.6	27.6	15.8	0.0	22.1	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	27.6	27.6	15.8	0.0	22.1	0.0	0.0	0.0	0.0		
Prop In Lane	1.00	1.00	1.00	0.00		1.00	0.00		1.00		
Lane Grp Cap(c), veh/h	644	644	1009	0	2879		0	2003			
V/C Ratio(X)	0.91	0.91	0.60	0.00	0.64		0.00	0.83			
Avail Cap(c_a), veh/h	704	704	1102	0	2879		0	2003			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00		
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	0.00	0.00	0.81	0.00		
Uniform Delay (d), s/veh	27.5	27.5	23.7	0.0	13.8	0.0	0.0	0.0	0.0		
Incr Delay (d2), s/veh	14.7	14.7	0.8	0.0	1.1	0.0	0.0	3.4	0.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	14.2	14.2	5.3	0.0	7.3	0.0	0.0	0.9	0.0		
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	42.2	42.2	24.5	0.0	14.9	0.0	0.0	3.4	0.0		
LnGrp LOS	D	D	C	A	B		A	A			
Approach Vol, veh/h	1190	1190			1846	A		1661	A		
Approach Delay, s/veh	33.2	33.2			14.9			3.4			
Approach LOS	C	C			B			A			

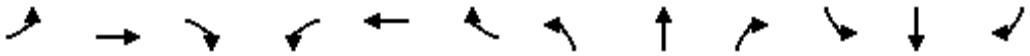
Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	53.9	36.1	53.9
Change Period (Y+Rc), s	4.0	4.0	4.0
Max Green Setting (Gmax), s	47.0	35.0	47.0
Max Q Clear Time (g_c+I1), s	24.1	29.6	2.0
Green Ext Time (p_c), s	13.6	2.4	17.2

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [NBR, SBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	89	657	200	604	743	271	195	2218	686	384	2172	142
Future Volume (veh/h)	89	657	200	604	743	271	195	2218	686	384	2172	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	94	692	211	636	782	285	205	2335	0	404	2286	149
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	151	719	216	670	1191	531	266	2377		415	2565	167
Arrive On Green	0.04	0.18	0.18	0.19	0.33	0.33	0.08	0.36	0.00	0.12	0.41	0.41
Sat Flow, veh/h	3510	3955	1189	3510	3610	1610	3510	6536	1610	3510	6317	411
Grp Volume(v), veh/h	94	604	299	636	782	285	205	2335	0	404	1773	662
Grp Sat Flow(s),veh/h/ln	1755	1729	1686	1755	1805	1610	1755	1634	1610	1755	1634	1826
Q Serve(g_s), s	2.9	19.0	19.4	19.7	20.4	11.3	6.3	38.9	0.0	12.6	37.0	37.2
Cycle Q Clear(g_c), s	2.9	19.0	19.4	19.7	20.4	11.3	6.3	38.9	0.0	12.6	37.0	37.2
Prop In Lane	1.00		0.71	1.00		1.00	1.00		1.00	1.00		0.23
Lane Grp Cap(c), veh/h	151	629	307	670	1191	531	266	2377		415	1990	741
V/C Ratio(X)	0.62	0.96	0.98	0.95	0.66	0.54	0.77	0.98		0.97	0.89	0.89
Avail Cap(c_a), veh/h	191	629	307	670	1191	531	287	2377		415	1990	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.8	44.6	44.8	44.0	31.5	15.3	49.9	34.7	0.0	48.3	30.4	30.4
Incr Delay (d2), s/veh	4.2	27.3	45.7	16.9	1.8	2.5	11.3	14.8	0.0	37.2	6.5	15.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	10.1	11.5	10.0	9.1	4.4	3.2	17.5	0.0	7.6	15.3	19.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.0	72.0	90.5	60.9	33.4	17.8	61.2	49.4	0.0	85.5	36.9	45.8
LnGrp LOS	E	E	F	E	C	B	E	D		F	D	D
Approach Vol, veh/h		997			1703			2540	A		2839	
Approach Delay, s/veh		76.0			41.0			50.4			45.9	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	24.0	12.3	48.7	8.7	40.3	17.0	44.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	20.0	9.0	44.0	6.0	35.0	13.0	40.0
Max Q Clear Time (g_c+I1), s	21.7	21.4	8.3	39.2	4.9	22.4	14.6	40.9
Green Ext Time (p_c), s	0.0	0.0	0.0	4.5	0.0	5.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.0
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	459	1172	536	543	835	485	482	1466	578	676	1272	171
Future Volume (veh/h)	459	1172	536	543	835	485	482	1466	578	676	1272	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	483	1234	564	572	879	511	507	1543	608	712	1339	180
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	542	1383	690	585	1446	771	568	1525	644	702	1595	214
Arrive On Green	0.15	0.27	0.27	0.17	0.28	0.28	0.16	0.23	0.23	0.20	0.27	0.27
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	3510	6536	1610	3510	5873	787
Grp Volume(v), veh/h	483	1234	564	572	879	511	507	1543	608	712	1117	402
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1755	1634	1610	1755	1634	1758
Q Serve(g_s), s	16.2	27.5	32.0	19.5	17.7	10.5	17.0	28.0	21.8	24.0	25.8	25.9
Cycle Q Clear(g_c), s	16.2	27.5	32.0	19.5	17.7	10.5	17.0	28.0	21.8	24.0	25.8	25.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	542	1383	690	585	1446	771	568	1525	644	702	1331	477
V/C Ratio(X)	0.89	0.89	0.82	0.98	0.61	0.66	0.89	1.01	0.94	1.01	0.84	0.84
Avail Cap(c_a), veh/h	585	1383	690	585	1446	771	614	1525	644	702	1331	477
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.54	0.54	0.54	0.30	0.30	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.7	42.3	30.2	49.8	37.6	9.4	49.3	46.0	13.9	48.0	41.2	41.3
Incr Delay (d2), s/veh	9.0	5.2	5.9	15.4	0.6	1.4	14.6	26.0	24.1	37.5	6.5	16.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	11.7	15.1	9.8	7.5	4.8	8.6	14.0	11.3	14.1	11.1	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	47.6	36.0	65.2	38.2	10.7	63.9	72.0	38.0	85.5	47.7	57.6
LnGrp LOS	E	D	D	E	D	B	E	F	D	F	D	E
Approach Vol, veh/h		2281			1962			2658			2231	
Approach Delay, s/veh		47.1			38.9			62.7			61.6	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	36.0	23.4	36.6	22.5	37.5	28.0	32.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	20.0	32.0	21.0	31.0	20.0	32.0	24.0	28.0
Max Q Clear Time (g_c+I1), s	21.5	34.0	19.0	27.9	18.2	19.7	26.0	30.0
Green Ext Time (p_c), s	0.0	0.0	0.4	2.4	0.4	6.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	513	697	147	150	268	678	80	1398	168	599	1387	212
Future Volume (veh/h)	513	697	147	150	268	678	80	1398	168	599	1387	212
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	540	734	155	158	282	714	84	1472	177	631	1460	223
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	556	752	430	181	542	617	106	1525	183	819	1803	1059
Arrive On Green	0.16	0.21	0.21	0.10	0.15	0.15	0.06	0.54	0.54	0.23	0.83	0.83
Sat Flow, veh/h	3510	3610	1610	1810	3610	1610	1810	4693	564	3510	3610	1610
Grp Volume(v), veh/h	540	734	155	158	282	714	84	1084	565	631	1460	223
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1810	1805	1610	1810	1729	1799	1755	1805	1610
Q Serve(g_s), s	18.4	24.2	9.4	10.3	8.6	14.3	5.5	36.1	36.2	20.2	25.2	2.5
Cycle Q Clear(g_c), s	18.4	24.2	9.4	10.3	8.6	14.3	5.5	36.1	36.2	20.2	25.2	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	556	752	430	181	542	617	106	1124	585	819	1803	1059
V/C Ratio(X)	0.97	0.98	0.36	0.87	0.52	1.16	0.79	0.96	0.97	0.77	0.81	0.21
Avail Cap(c_a), veh/h	556	752	430	181	542	617	136	1124	585	819	1803	1059
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.66	1.66	1.00	1.66	1.66
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.2	47.2	35.7	53.2	47.0	16.1	55.7	27.0	27.0	43.0	7.3	2.5
Incr Delay (d2), s/veh	30.9	26.9	0.5	34.3	0.9	87.8	20.8	19.6	29.7	4.5	4.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.4	13.6	3.8	6.4	4.0	24.1	3.1	15.0	17.3	9.2	5.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.2	74.1	36.2	87.5	47.9	103.9	76.6	46.6	56.7	47.5	11.3	3.0
LnGrp LOS	F	E	D	F	D	F	E	D	E	D	B	A
Approach Vol, veh/h		1429			1154			1733			2314	
Approach Delay, s/veh		72.6			88.0			51.3			20.4	
Approach LOS		E			F			D			C	

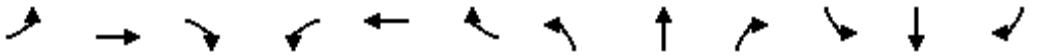
Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	43.0	16.0	29.0	11.1	63.9	23.0	22.0
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	28.0	39.0	12.0	25.0	9.0	58.0	19.0	18.0
Max Q Clear Time (g_c+I1), s	22.2	38.2	12.3	26.2	7.5	27.2	20.4	16.3
Green Ext Time (p_c), s	1.3	0.7	0.0	0.0	0.0	15.5	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	51.5
HCM 6th LOS	D

APPENDIX C:
LEVEL OF SERVICE WORKSHEETS
ALTERNATIVE 2: HIGH-CUBE WAREHOUSE

HCM 6th Signalized Intersection Summary
Int.1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	328	365	58	107	1332	169	70	68	82	172	212	837
Future Volume (veh/h)	328	365	58	107	1332	169	70	68	82	172	212	837
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	377	420	67	123	1531	194	80	78	94	198	244	962
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	393	2306	716	178	1988	617	101	678	303	229	491	832
Arrive On Green	0.12	0.47	0.47	0.11	0.81	0.81	0.06	0.20	0.20	0.13	0.27	0.27
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	1714	3420	1525	1714	1800	3051
Grp Volume(v), veh/h	377	420	67	123	1531	194	80	78	94	198	244	962
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1714	1710	1525	1714	1800	1525
Q Serve(g_s), s	12.4	5.5	2.7	3.9	17.3	3.6	5.1	2.1	5.8	12.4	12.5	30.0
Cycle Q Clear(g_c), s	12.4	5.5	2.7	3.9	17.3	3.6	5.1	2.1	5.8	12.4	12.5	30.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	393	2306	716	178	1988	617	101	678	303	229	491	832
V/C Ratio(X)	0.96	0.18	0.09	0.69	0.77	0.31	0.79	0.11	0.31	0.87	0.50	1.16
Avail Cap(c_a), veh/h	393	2306	716	302	1988	617	156	678	303	312	491	832
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	0.74	0.74	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	48.2	16.9	16.2	48.2	7.9	6.6	51.1	36.2	37.7	46.7	33.7	40.0
Incr Delay (d2), s/veh	33.5	0.2	0.2	3.5	2.2	1.0	13.9	0.3	2.7	17.0	3.6	83.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	1.9	1.0	1.6	3.0	1.2	2.6	0.9	2.4	6.4	5.9	20.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.8	17.1	16.4	51.8	10.1	7.6	65.0	36.5	40.3	63.7	37.2	123.7
LnGrp LOS	F	B	B	D	B	A	E	D	D	E	D	F
Approach Vol, veh/h		864			1848			252			1404	
Approach Delay, s/veh		45.3			12.6			47.0			100.2	
Approach LOS		D			B			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	55.6	10.5	34.0	17.0	48.5	18.7	25.8
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	44.0	10.0	30.0	13.0	41.0	20.0	20.0
Max Q Clear Time (g_c+I1), s	5.9	7.5	7.1	32.0	14.4	19.3	14.4	7.8
Green Ext Time (p_c), s	0.1	2.8	0.0	0.0	0.0	11.1	0.3	0.5

Intersection Summary	
HCM 6th Ctrl Delay	49.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	178	367	74	45	512	76	115	21	64	420	70	980
Future Volume (veh/h)	178	367	74	45	512	76	115	21	64	420	70	980
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	187	386	78	47	539	80	121	22	67	495	0	1032
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	786	1951	606	60	846	124	288	288	257	873	0	1498
Arrive On Green	0.47	0.79	0.79	0.03	0.20	0.20	0.17	0.17	0.17	0.25	0.00	0.25
Sat Flow, veh/h	3326	4914	1525	1714	4330	632	1714	1710	1525	3429	0	3051
Grp Volume(v), veh/h	187	386	78	47	406	213	121	22	67	495	0	1032
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1714	1638	1686	1714	1710	1525	1714	0	1525
Q Serve(g_s), s	3.7	2.1	1.3	3.0	12.5	12.8	6.9	1.2	4.2	13.8	0.0	2.6
Cycle Q Clear(g_c), s	3.7	2.1	1.3	3.0	12.5	12.8	6.9	1.2	4.2	13.8	0.0	2.6
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	786	1951	606	60	640	330	288	288	257	873	0	1498
V/C Ratio(X)	0.24	0.20	0.13	0.79	0.63	0.65	0.42	0.08	0.26	0.57	0.00	0.69
Avail Cap(c_a), veh/h	786	1951	606	156	640	330	288	288	257	873	0	1498
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.94	0.94	0.94	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.1	7.0	7.0	52.7	40.6	40.8	40.9	38.6	39.8	35.7	0.0	21.5
Incr Delay (d2), s/veh	0.1	0.2	0.4	20.1	4.7	9.5	4.4	0.5	2.5	2.7	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.7	0.5	1.6	5.2	5.9	3.3	0.5	1.8	6.1	0.0	10.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.3	7.3	7.4	72.8	45.4	50.2	45.4	39.1	42.3	38.4	0.0	24.2
LnGrp LOS	C	A	A	E	D	D	D	D	D	D	A	C
Approach Vol, veh/h		651			666			210			1527	
Approach Delay, s/veh		11.9			48.9			43.7			28.8	
Approach LOS		B			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	47.7		32.0	30.0	25.5		22.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.0	37.5		28.0	26.0	21.5		18.5				
Max Q Clear Time (g_c+I1), s	5.0	4.1		15.8	5.7	14.8		8.9				
Green Ext Time (p_c), s	0.0	2.5		5.5	0.5	1.9		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	263	437	136	22	509	143	39	13	8	48	12	88
Future Volume (veh/h)	263	437	136	22	509	143	39	13	8	48	12	88
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	286	475	148	24	553	155	42	14	9	52	13	96
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	321	2189	976	40	1827	500	325	233	150	135	48	207
Arrive On Green	0.19	0.64	0.64	0.02	0.48	0.48	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1714	3420	1525	1714	3837	1050	1305	1024	658	405	210	909
Grp Volume(v), veh/h	286	475	148	24	470	238	42	0	23	161	0	0
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1714	1638	1611	1305	0	1682	1524	0	0
Q Serve(g_s), s	17.9	6.4	4.3	1.5	9.7	10.0	0.0	0.0	1.2	5.7	0.0	0.0
Cycle Q Clear(g_c), s	17.9	6.4	4.3	1.5	9.7	10.0	4.2	0.0	1.2	9.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.39	0.32		0.60
Lane Grp Cap(c), veh/h	321	2189	976	40	1560	767	325	0	382	390	0	0
V/C Ratio(X)	0.89	0.22	0.15	0.59	0.30	0.31	0.13	0.00	0.06	0.41	0.00	0.00
Avail Cap(c_a), veh/h	608	2189	976	187	1560	767	325	0	382	390	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.6	8.3	7.9	53.2	17.6	17.7	34.5	0.0	33.3	36.6	0.0	0.0
Incr Delay (d2), s/veh	8.4	0.2	0.3	13.0	0.5	1.1	0.8	0.0	0.3	3.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	2.0	1.2	0.8	3.4	3.6	1.0	0.0	0.5	4.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.0	8.5	8.2	66.2	18.1	18.8	35.3	0.0	33.6	39.8	0.0	0.0
LnGrp LOS	D	A	A	E	B	B	D	A	C	D	A	A
Approach Vol, veh/h		909			732			65			161	
Approach Delay, s/veh		22.1			19.9			34.7			39.8	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.6	74.4		29.0	24.6	56.4		29.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	12.6	61.0		25.0	39.0	34.0		25.0
Max Q Clear Time (g_c+I1), s	3.5	8.4		11.8	19.9	12.0		6.2
Green Ext Time (p_c), s	0.0	3.4		0.7	0.7	4.0		0.2

Intersection Summary		
HCM 6th Ctrl Delay	23.2	
HCM 6th LOS	C	



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	357	136	22	612	39	8
Future Volume (veh/h)	357	136	22	612	39	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	388	148	24	665	42	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1966	877	43	2204	457	407
Arrive On Green	0.57	0.57	0.03	0.64	0.27	0.27
Sat Flow, veh/h	3510	1525	1714	3510	1714	1525
Grp Volume(v), veh/h	388	148	24	665	42	9
Grp Sat Flow(s),veh/h/ln	1710	1525	1714	1710	1714	1525
Q Serve(g_s), s	4.9	4.1	1.2	7.7	1.7	0.4
Cycle Q Clear(g_c), s	4.9	4.1	1.2	7.7	1.7	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1966	877	43	2204	457	407
V/C Ratio(X)	0.20	0.17	0.56	0.30	0.09	0.02
Avail Cap(c_a), veh/h	1966	877	305	2204	457	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.85	1.00	1.00
Uniform Delay (d), s/veh	9.2	9.0	43.4	7.1	24.8	24.3
Incr Delay (d2), s/veh	0.2	0.4	9.3	0.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.2	0.6	2.1	0.7	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.4	9.4	52.7	7.4	25.2	24.4
LnGrp LOS	A	A	D	A	C	C
Approach Vol, veh/h	536			689	51	
Approach Delay, s/veh	9.4			8.9	25.1	
Approach LOS	A			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.3	55.7				62.0	28.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	16.0	38.0				58.0	24.0
Max Q Clear Time (g_c+I1), s	3.2	6.9				9.7	3.7
Green Ext Time (p_c), s	0.0	2.7				4.3	0.1

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	139	0	74	0	482	156	59	830	0
Future Volume (veh/h)	0	0	0	139	0	74	0	482	156	59	830	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	0	0	0	158	0	84	0	548	177	67	943	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
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	0	626	530	306	0	272	1	642	207	86	1162	0
Arrive On Green	0.00	0.00	0.00	0.18	0.00	0.18	0.00	0.25	0.25	0.05	0.34	0.00
Sat Flow, veh/h	0	1800	1525	1714	0	1525	1714	2544	819	1714	3510	0
Grp Volume(v), veh/h	0	0	0	158	0	84	0	368	357	67	943	0
Grp Sat Flow(s),veh/h/ln	0	1800	1525	1714	0	1525	1714	1710	1653	1714	1710	0
Q Serve(g_s), s	0.0	0.0	0.0	10.0	0.0	5.7	0.0	24.6	24.7	4.6	30.2	0.0
Cycle Q Clear(g_c), s	0.0	0.0	0.0	10.0	0.0	5.7	0.0	24.6	24.7	4.6	30.2	0.0
Prop In Lane	0.00		1.00	1.00		1.00	1.00		0.50	1.00		0.00
Lane Grp Cap(c), veh/h	0	626	530	306	0	272	1	432	417	86	1162	0
V/C Ratio(X)	0.00	0.00	0.00	0.52	0.00	0.31	0.00	0.85	0.86	0.78	0.81	0.00
Avail Cap(c_a), veh/h	0	626	530	306	0	272	71	620	599	143	1325	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	44.6	0.0	42.9	0.0	42.7	42.8	56.4	36.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.1	0.0	2.9	0.0	7.8	8.4	27.5	3.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	4.7	0.0	2.3	0.0	10.7	10.5	2.6	12.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	50.7	0.0	45.8	0.0	50.5	51.1	83.8	39.6	0.0
LnGrp LOS	A	A	A	D	A	D	A	D	D	F	D	A
Approach Vol, veh/h		0			242			725			1010	
Approach Delay, s/veh		0.0			49.0			50.8			42.5	
Approach LOS					D			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	45.7	12.5	34.8	27.0	0.0	47.3
Change Period (Y+Rc), s	4.0	6.5	* 4.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	27.0	10.0	* 44	21.4	5.0	46.5
Max Q Clear Time (g_c+I1), s	0.0	6.6	26.7	12.0	0.0	32.2
Green Ext Time (p_c), s	0.0	0.1	3.6	0.7	0.0	4.9

Intersection Summary	
HCM 6th Ctrl Delay	46.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

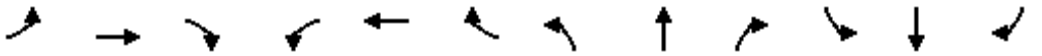
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	31	35	596	943	19
Future Vol, veh/h	20	31	35	596	943	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	33	37	634	1003	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1404	512	1023	0	-	0
Stage 1	1013	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	133	512	686	-	-	-
Stage 1	316	-	-	-	-	-
Stage 2	659	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	126	512	686	-	-	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	299	-	-	-	-	-
Stage 2	659	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	686	-	126	512	-	-
HCM Lane V/C Ratio	0.054	-	0.169	0.064	-	-
HCM Control Delay (s)	10.5	-	39.3	12.5	-	-
HCM Lane LOS	B	-	E	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	137	90	329	326	49	265	596	46	57	711	185
Future Volume (veh/h)	136	137	90	329	326	49	265	596	46	57	711	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	153	154	101	370	366	55	298	670	0	64	799	208
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	221	896	399	446	983	147	367	1040		222	890	397
Arrive On Green	0.02	0.09	0.09	0.13	0.33	0.33	0.11	0.30	0.00	0.07	0.26	0.26
Sat Flow, veh/h	3326	3420	1525	3326	2985	445	3326	3420	1525	3326	3420	1525
Grp Volume(v), veh/h	153	154	101	370	208	213	298	670	0	64	799	208
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1720	1663	1710	1525	1663	1710	1525
Q Serve(g_s), s	4.1	3.8	5.6	9.8	8.4	8.5	7.9	15.3	0.0	1.6	20.3	10.5
Cycle Q Clear(g_c), s	4.1	3.8	5.6	9.8	8.4	8.5	7.9	15.3	0.0	1.6	20.3	10.5
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	896	399	446	563	567	367	1040		222	890	397
V/C Ratio(X)	0.69	0.17	0.25	0.83	0.37	0.38	0.81	0.64		0.29	0.90	0.52
Avail Cap(c_a), veh/h	240	896	399	599	563	567	399	1094		222	912	407
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	32.1	32.9	38.0	23.0	23.1	39.1	27.1	0.0	40.0	32.1	28.5
Incr Delay (d2), s/veh	5.8	0.4	1.5	5.5	1.9	1.9	10.1	1.4	0.0	3.3	11.7	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.5	2.1	4.0	3.3	3.4	3.5	5.8	0.0	0.7	9.1	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.9	32.5	34.4	43.4	24.9	25.0	49.2	28.5	0.0	43.2	43.8	30.1
LnGrp LOS	D	C	C	D	C	C	D	C		D	D	C
Approach Vol, veh/h		408			791			968	A		1071	
Approach Delay, s/veh		39.1			33.6			34.9			41.1	
Approach LOS		D			C			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.6	29.6	14.4	29.4	10.5	35.6	10.5	33.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	16.2	18.0	10.8	24.0	6.5	27.7	6.0	28.8
Max Q Clear Time (g_c+I1), s	11.8	7.6	9.9	22.3	6.1	10.5	3.6	17.3
Green Ext Time (p_c), s	0.3	0.9	0.1	1.1	0.0	2.3	0.0	4.0

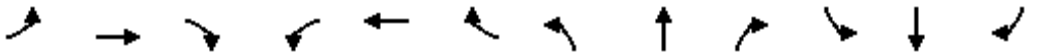
Intersection Summary	
HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
Int.1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	941	1195	114	215	967	308	135	296	334	101	297	577
Future Volume (veh/h)	941	1195	114	215	967	308	135	296	334	101	297	577
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1023	1299	124	234	1051	335	147	322	363	110	323	627
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1074	2428	754	292	1272	395	171	663	296	135	311	527
Arrive On Green	0.32	0.49	0.49	0.18	0.52	0.52	0.10	0.19	0.19	0.08	0.17	0.17
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	1714	3420	1525	1714	1800	3051
Grp Volume(v), veh/h	1023	1299	124	234	1051	335	147	322	363	110	323	627
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1714	1710	1525	1714	1800	1525
Q Serve(g_s), s	33.1	20.0	4.9	7.4	19.8	20.8	9.3	9.2	21.3	6.9	19.0	19.0
Cycle Q Clear(g_c), s	33.1	20.0	4.9	7.4	19.8	20.8	9.3	9.2	21.3	6.9	19.0	19.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1074	2428	754	292	1272	395	171	663	296	135	311	527
V/C Ratio(X)	0.95	0.54	0.16	0.80	0.83	0.85	0.86	0.49	1.23	0.81	1.04	1.19
Avail Cap(c_a), veh/h	1088	2428	754	393	1272	395	171	663	296	156	311	527
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.50	0.50	0.50	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.4	19.1	15.3	44.4	24.4	24.7	48.7	39.4	44.3	49.9	45.5	45.5
Incr Delay (d2), s/veh	10.3	0.4	0.2	5.9	4.4	14.5	32.5	2.5	128.2	24.5	61.5	103.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.9	6.8	1.7	2.9	5.5	6.9	5.5	4.1	18.5	3.9	13.7	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	19.6	15.6	50.3	28.8	39.2	81.3	42.0	172.5	74.3	107.0	148.7
LnGrp LOS	D	B	B	D	C	D	F	D	F	E	F	F
Approach Vol, veh/h		2446			1620			832			1060	
Approach Delay, s/veh		30.7			34.1			105.9			128.3	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.7	58.3	15.0	23.0	39.5	32.5	12.7	25.3
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	51.0	11.0	19.0	36.0	28.0	10.0	20.0
Max Q Clear Time (g_c+I1), s	9.4	22.0	11.3	21.0	35.1	22.8	8.9	23.3
Green Ext Time (p_c), s	0.2	10.0	0.0	0.0	0.4	3.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.5
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	807	719	94	75	753	170	120	73	57	154	68	632
Future Volume (veh/h)	807	719	94	75	753	170	120	73	57	154	68	632
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	841	749	98	78	784	177	125	76	59	116	133	658
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	967	2263	703	99	913	204	288	322	227	288	303	1401
Arrive On Green	0.49	0.77	0.77	0.06	0.23	0.23	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	3326	4914	1525	1714	4015	899	1714	1914	1353	1714	1800	3051
Grp Volume(v), veh/h	841	749	98	78	638	323	125	67	68	116	133	658
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1714	1638	1638	1714	1710	1557	1714	1800	1525
Q Serve(g_s), s	24.8	5.2	1.8	4.9	20.6	20.8	7.2	3.7	4.2	6.6	7.3	0.0
Cycle Q Clear(g_c), s	24.8	5.2	1.8	4.9	20.6	20.8	7.2	3.7	4.2	6.6	7.3	0.0
Prop In Lane	1.00		1.00	1.00		0.55	1.00		0.87	1.00		1.00
Lane Grp Cap(c), veh/h	967	2263	703	99	745	372	288	288	262	288	303	1401
V/C Ratio(X)	0.87	0.33	0.14	0.79	0.86	0.87	0.43	0.23	0.26	0.40	0.44	0.47
Avail Cap(c_a), veh/h	967	2263	703	156	745	372	288	288	262	288	303	1401
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.4	7.4	7.1	51.2	40.8	40.9	41.0	39.6	39.8	40.8	41.1	20.5
Incr Delay (d2), s/veh	6.7	0.3	0.3	13.1	12.2	22.8	4.7	1.9	2.4	4.1	4.6	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	1.5	0.6	2.4	9.0	10.2	3.4	1.7	1.8	3.1	3.6	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.1	7.7	7.4	64.3	53.0	63.7	45.7	41.5	42.2	45.0	45.7	21.7
LnGrp LOS	C	A	A	E	D	E	D	D	D	D	D	C
Approach Vol, veh/h		1688			1039			260			907	
Approach Delay, s/veh		20.4			57.2			43.7			28.2	
Approach LOS		C			E			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.3	54.7		22.5	36.0	29.0		22.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	47.0		18.5	32.0	25.0		18.5
Max Q Clear Time (g_c+I1), s	6.9	7.2		9.3	26.8	22.8		9.2
Green Ext Time (p_c), s	0.0	5.3		2.9	1.6	1.2		0.7

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	48	839	30	2	724	91	103	19	7	147	14	184
Future Volume (veh/h)	48	839	30	2	724	91	103	19	7	147	14	184
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	52	912	33	2	787	99	112	21	8	160	15	200
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	66	1670	745	5	2001	250	461	497	189	286	38	317
Arrive On Green	0.04	0.49	0.49	0.00	0.45	0.45	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1714	3420	1525	1714	4424	553	1185	1242	473	599	96	793
Grp Volume(v), veh/h	52	912	33	2	582	304	112	0	29	375	0	0
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1714	1638	1700	1185	0	1715	1488	0	0
Q Serve(g_s), s	3.3	20.5	1.2	0.1	13.0	13.1	0.0	0.0	1.1	19.8	0.0	0.0
Cycle Q Clear(g_c), s	3.3	20.5	1.2	0.1	13.0	13.1	10.8	0.0	1.1	22.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.33	1.00		0.28	0.43		0.53
Lane Grp Cap(c), veh/h	66	1670	745	5	1482	769	461	0	686	642	0	0
V/C Ratio(X)	0.79	0.55	0.04	0.43	0.39	0.40	0.24	0.00	0.04	0.58	0.00	0.00
Avail Cap(c_a), veh/h	156	1670	745	156	1482	769	461	0	686	642	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.4	19.6	14.7	54.8	20.1	20.1	23.1	0.0	20.1	26.3	0.0	0.0
Incr Delay (d2), s/veh	18.2	1.3	0.1	53.2	0.8	1.5	1.2	0.0	0.1	3.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	7.5	0.4	0.1	4.7	5.1	2.2	0.0	0.5	8.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.6	20.9	14.8	108.0	20.8	21.6	24.3	0.0	20.3	30.2	0.0	0.0
LnGrp LOS	E	C	B	F	C	C	C	A	C	C	A	A
Approach Vol, veh/h		997			888			141			375	
Approach Delay, s/veh		23.3			21.3			23.5			30.2	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.3	57.7		48.0	8.2	53.8		48.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	44.0		44.0	10.0	44.0		44.0
Max Q Clear Time (g_c+I1), s	2.1	22.5		24.1	5.3	15.1		12.8
Green Ext Time (p_c), s	0.0	5.7		2.5	0.0	5.4		0.6

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	962	30	2	712	103	7
Future Volume (veh/h)	962	30	2	712	103	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1046	33	2	774	112	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2157	962	5	2318	400	356
Arrive On Green	0.63	0.63	0.00	0.68	0.23	0.23
Sat Flow, veh/h	3510	1525	1714	3510	1714	1525
Grp Volume(v), veh/h	1046	33	2	774	112	8
Grp Sat Flow(s),veh/h/ln	1710	1525	1714	1710	1714	1525
Q Serve(g_s), s	14.6	0.7	0.1	8.5	4.8	0.4
Cycle Q Clear(g_c), s	14.6	0.7	0.1	8.5	4.8	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2157	962	5	2318	400	356
V/C Ratio(X)	0.48	0.03	0.43	0.33	0.28	0.02
Avail Cap(c_a), veh/h	2157	962	190	2318	400	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.85	0.85	1.00	1.00
Uniform Delay (d), s/veh	8.8	6.3	44.8	6.0	28.3	26.6
Incr Delay (d2), s/veh	0.8	0.1	45.7	0.3	1.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	0.2	0.1	2.1	2.2	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.6	6.3	90.5	6.4	30.0	26.7
LnGrp LOS	A	A	F	A	C	C
Approach Vol, veh/h	1079			776	120	
Approach Delay, s/veh	9.5			6.6	29.8	
Approach LOS	A			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.2	60.8				65.0	25.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	10.3	47.0				61.0	21.0
Max Q Clear Time (g_c+I1), s	12.1	16.6				10.5	6.8
Green Ext Time (p_c), s	0.0	7.5				5.2	0.2

Intersection Summary		
HCM 6th Ctrl Delay	9.6	
HCM 6th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	0	1	117	0	105	1	876	48	134	570	2
Future Volume (veh/h)	2	0	1	117	0	105	1	876	48	134	570	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	2	0	1	123	0	111	1	922	51	141	600	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	526	0	468	238	0	211	2	1033	57	167	1432	5
Arrive On Green	0.31	0.00	0.31	0.14	0.00	0.14	0.00	0.31	0.31	0.10	0.41	0.41
Sat Flow, veh/h	1714	0	1525	1714	0	1525	1714	3295	182	1714	3496	12
Grp Volume(v), veh/h	2	0	1	123	0	111	1	478	495	141	293	309
Grp Sat Flow(s),veh/h/ln	1714	0	1525	1714	0	1525	1714	1710	1767	1714	1710	1798
Q Serve(g_s), s	0.1	0.0	0.1	9.3	0.0	9.5	0.1	37.3	37.3	11.3	17.1	17.1
Cycle Q Clear(g_c), s	0.1	0.0	0.1	9.3	0.0	9.5	0.1	37.3	37.3	11.3	17.1	17.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.10	1.00		0.01
Lane Grp Cap(c), veh/h	526	0	468	238	0	211	2	536	554	167	701	737
V/C Ratio(X)	0.00	0.00	0.00	0.52	0.00	0.53	0.43	0.89	0.89	0.84	0.42	0.42
Avail Cap(c_a), veh/h	526	0	468	238	0	211	61	653	675	245	812	854
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.7	0.0	33.7	56.0	0.0	56.0	69.9	45.8	45.8	62.1	29.4	29.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.9	0.0	9.0	91.9	12.8	12.4	23.7	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	4.5	0.0	4.1	0.1	17.0	17.5	5.9	6.8	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.7	0.0	33.7	63.8	0.0	65.1	161.7	58.5	58.2	85.9	29.8	29.8
LnGrp LOS	C	A	C	E	A	E	F	E	E	F	C	C
Approach Vol, veh/h		3			234			974			743	
Approach Delay, s/veh		33.7			64.4			58.5			40.5	
Approach LOS		C			E			E			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	46.9	17.6	50.4	25.0	4.2	63.9
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	29.0	20.0	* 54	19.4	5.0	66.5
Max Q Clear Time (g_c+I1), s	2.1	13.3	39.3	11.5	2.1	19.1
Green Ext Time (p_c), s	0.0	0.4	4.6	0.5	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

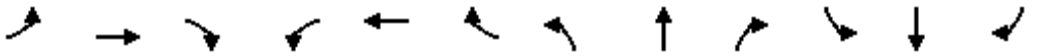
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	37	18	940	623	30
Future Vol, veh/h	16	37	18	940	623	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	38	19	969	642	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1181	337	673	0	-	0
Stage 1	658	-	-	-	-	-
Stage 2	523	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	186	665	927	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	182	665	927	-	-	-
Mov Cap-2 Maneuver	182	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.5	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	927	-	182	665	-	-
HCM Lane V/C Ratio	0.02	-	0.091	0.057	-	-
HCM Control Delay (s)	9	-	26.7	10.7	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.2	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	198	519	322	216	317	71	267	685	69	82	544	222
Future Volume (veh/h)	198	519	322	216	317	71	267	685	69	82	544	222
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	213	558	346	232	341	76	287	737	0	88	585	239
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	285	1191	531	302	985	217	356	892		222	754	336
Arrive On Green	0.03	0.11	0.11	0.09	0.35	0.35	0.11	0.26	0.00	0.07	0.22	0.22
Sat Flow, veh/h	3326	3420	1525	3326	2786	613	3326	3420	1525	3326	3420	1525
Grp Volume(v), veh/h	213	558	346	232	208	209	287	737	0	88	585	239
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1690	1663	1710	1525	1663	1710	1525
Q Serve(g_s), s	5.7	13.7	19.5	6.1	8.0	8.2	7.6	18.3	0.0	2.3	14.5	13.0
Cycle Q Clear(g_c), s	5.7	13.7	19.5	6.1	8.0	8.2	7.6	18.3	0.0	2.3	14.5	13.0
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	285	1191	531	302	604	597	356	892		222	754	336
V/C Ratio(X)	0.75	0.47	0.65	0.77	0.34	0.35	0.81	0.83		0.40	0.78	0.71
Avail Cap(c_a), veh/h	314	1191	531	351	604	597	388	1045		222	874	390
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	32.0	34.6	40.0	21.4	21.5	39.3	31.3	0.0	40.3	33.0	32.4
Incr Delay (d2), s/veh	6.3	1.2	5.4	7.0	1.6	1.6	9.8	5.3	0.0	5.2	4.3	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.2	8.6	2.6	3.1	3.2	3.4	7.5	0.0	1.0	6.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	49.1	33.2	40.0	47.0	23.0	23.1	49.0	36.6	0.0	45.5	37.3	38.3
LnGrp LOS	D	C	D	D	C	C	D	D		D	D	D
Approach Vol, veh/h		1117			649			1024	A		912	
Approach Delay, s/veh		38.3			31.6			40.1			38.4	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	37.3	14.1	25.8	12.2	37.8	10.5	29.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	9.5	26.0	10.5	23.0	8.5	27.0	6.0	27.5
Max Q Clear Time (g_c+I1), s	8.1	21.5	9.6	16.5	7.7	10.2	4.3	20.3
Green Ext Time (p_c), s	0.1	2.1	0.1	3.0	0.0	2.2	0.0	3.2

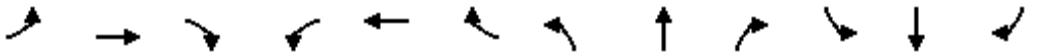
Intersection Summary	
HCM 6th Ctrl Delay	37.6
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
Int.1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	593	436	83	119	1517	234	96	71	93	240	220	873
Future Volume (veh/h)	593	436	83	119	1517	234	96	71	93	240	220	873
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	682	501	95	137	1744	269	110	82	107	276	253	1003
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	635	2328	723	193	1675	520	135	575	257	265	439	744
Arrive On Green	0.19	0.47	0.47	0.12	0.68	0.68	0.08	0.17	0.17	0.15	0.24	0.24
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	1714	3420	1525	1714	1800	3051
Grp Volume(v), veh/h	682	501	95	137	1744	269	110	82	107	276	253	1003
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1714	1710	1525	1714	1800	1525
Q Serve(g_s), s	21.0	6.6	3.8	4.4	37.5	9.5	6.9	2.2	6.9	17.0	13.6	26.8
Cycle Q Clear(g_c), s	21.0	6.6	3.8	4.4	37.5	9.5	6.9	2.2	6.9	17.0	13.6	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	635	2328	723	193	1675	520	135	575	257	265	439	744
V/C Ratio(X)	1.07	0.22	0.13	0.71	1.04	0.52	0.81	0.14	0.42	1.04	0.58	1.35
Avail Cap(c_a), veh/h	635	2328	723	302	1675	520	156	575	257	265	439	744
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	0.61	0.61	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	17.0	16.2	47.7	17.5	13.1	49.9	39.0	40.9	46.5	36.6	41.6
Incr Delay (d2), s/veh	54.3	0.2	0.3	2.9	29.0	2.2	24.5	0.5	4.9	66.6	5.4	165.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.9	2.3	1.4	1.7	9.7	2.8	3.9	1.0	2.9	12.1	6.6	27.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.8	17.1	16.6	50.7	46.5	15.3	74.3	39.5	45.9	113.1	42.0	206.8
LnGrp LOS	F	B	B	D	F	B	E	D	D	F	D	F
Approach Vol, veh/h		1278			2150			299			1532	
Approach Delay, s/veh		60.7			42.9			54.6			162.7	
Approach LOS		E			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	56.1	12.7	30.8	25.0	41.5	21.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	48.5	10.0	25.5	21.0	37.5	17.0	18.5
Max Q Clear Time (g_c+I1), s	6.4	8.6	8.9	28.8	23.0	39.5	19.0	8.9
Green Ext Time (p_c), s	0.1	3.4	0.0	0.0	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	82.8
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	502	78	47	635	97	121	22	67	590	73	1117
Future Volume (veh/h)	189	502	78	47	635	97	121	22	67	590	73	1117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	199	528	82	49	668	102	127	23	71	676	0	1176
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	695	1899	589	62	920	139	288	288	257	904	0	1442
Arrive On Green	0.42	0.77	0.77	0.04	0.21	0.21	0.17	0.17	0.17	0.26	0.00	0.26
Sat Flow, veh/h	3326	4914	1525	1714	4308	651	1714	1710	1525	3429	0	3051
Grp Volume(v), veh/h	199	528	82	49	506	264	127	23	71	676	0	1176
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1714	1638	1683	1714	1710	1525	1714	0	1525
Q Serve(g_s), s	4.4	3.4	1.5	3.1	15.8	16.1	7.3	1.2	4.5	19.9	0.0	13.4
Cycle Q Clear(g_c), s	4.4	3.4	1.5	3.1	15.8	16.1	7.3	1.2	4.5	19.9	0.0	13.4
Prop In Lane	1.00		1.00	1.00		0.39	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	695	1899	589	62	700	360	288	288	257	904	0	1442
V/C Ratio(X)	0.29	0.28	0.14	0.79	0.72	0.73	0.44	0.08	0.28	0.75	0.00	0.82
Avail Cap(c_a), veh/h	695	1899	589	156	700	360	288	288	257	904	0	1442
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.6	8.1	7.8	52.6	40.2	40.3	41.1	38.6	39.9	37.1	0.0	24.9
Incr Delay (d2), s/veh	0.2	0.3	0.4	19.3	6.4	12.5	4.8	0.5	2.7	5.6	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.1	0.5	1.6	6.6	7.5	3.5	0.6	1.9	9.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.8	8.4	8.3	71.9	46.6	52.8	45.9	39.1	42.6	42.8	0.0	30.1
LnGrp LOS	C	A	A	E	D	D	D	D	D	D	A	C
Approach Vol, veh/h		809			819			221			1852	
Approach Delay, s/veh		12.9			50.1			44.1			34.7	
Approach LOS		B			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.0	46.5		33.0	27.0	27.5		22.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	36.5		29.0	23.0	23.5		18.5
Max Q Clear Time (g_c+I1), s	5.1	5.4		21.9	6.4	18.1		9.3
Green Ext Time (p_c), s	0.0	3.5		4.6	0.5	2.0		0.6

Intersection Summary	
HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	726	142	23	650	149	42	14	8	50	12	93
Future Volume (veh/h)	275	726	142	23	650	149	42	14	8	50	12	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	299	789	154	25	707	162	46	15	9	54	13	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	334	2187	975	42	1878	425	320	240	144	135	47	208
Arrive On Green	0.19	0.64	0.64	0.02	0.47	0.47	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1714	3420	1525	1714	4006	907	1299	1054	632	402	205	916
Grp Volume(v), veh/h	299	789	154	25	577	292	46	0	24	168	0	0
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1714	1638	1637	1299	0	1686	1524	0	0
Q Serve(g_s), s	18.7	11.9	4.5	1.6	12.5	12.7	0.0	0.0	1.2	6.1	0.0	0.0
Cycle Q Clear(g_c), s	18.7	11.9	4.5	1.6	12.5	12.7	4.8	0.0	1.2	10.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.55	1.00		0.38	0.32		0.60
Lane Grp Cap(c), veh/h	334	2187	975	42	1535	767	320	0	383	390	0	0
V/C Ratio(X)	0.89	0.36	0.16	0.60	0.38	0.38	0.14	0.00	0.06	0.43	0.00	0.00
Avail Cap(c_a), veh/h	592	2187	975	187	1535	767	320	0	383	390	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.2	9.3	8.0	53.1	18.8	18.9	34.7	0.0	33.3	36.7	0.0	0.0
Incr Delay (d2), s/veh	8.7	0.5	0.3	13.1	0.7	1.4	0.9	0.0	0.3	3.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	3.7	1.3	0.8	4.4	4.7	1.1	0.0	0.5	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	9.8	8.3	66.2	19.5	20.3	35.6	0.0	33.6	40.2	0.0	0.0
LnGrp LOS	D	A	A	E	B	C	D	A	C	D	A	A
Approach Vol, veh/h		1242			894			70			168	
Approach Delay, s/veh		19.7			21.1			34.9			40.2	
Approach LOS		B			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	74.3		29.0	25.4	55.6		29.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	12.0	61.0		25.0	38.0	35.0		25.0
Max Q Clear Time (g_c+I1), s	3.6	13.9		12.3	20.7	14.7		6.8
Green Ext Time (p_c), s	0.0	5.9		0.7	0.7	4.9		0.2

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	459	141	23	724	41	8
Future Volume (veh/h)	459	141	23	724	41	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	499	153	25	787	45	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1964	876	44	2204	457	407
Arrive On Green	0.57	0.57	0.03	0.64	0.27	0.27
Sat Flow, veh/h	3510	1525	1714	3510	1714	1525
Grp Volume(v), veh/h	499	153	25	787	45	9
Grp Sat Flow(s),veh/h/ln	1710	1525	1714	1710	1714	1525
Q Serve(g_s), s	6.5	4.3	1.3	9.6	1.8	0.4
Cycle Q Clear(g_c), s	6.5	4.3	1.3	9.6	1.8	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1964	876	44	2204	457	407
V/C Ratio(X)	0.25	0.17	0.56	0.36	0.10	0.02
Avail Cap(c_a), veh/h	1964	876	305	2204	457	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.79	0.79	1.00	1.00
Uniform Delay (d), s/veh	9.6	9.1	43.3	7.4	24.9	24.3
Incr Delay (d2), s/veh	0.3	0.4	8.6	0.4	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.2	0.6	2.6	0.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.9	9.5	52.0	7.7	25.3	24.4
LnGrp LOS	A	A	D	A	C	C
Approach Vol, veh/h	652			812	54	
Approach Delay, s/veh	9.8			9.1	25.1	
Approach LOS	A			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.3	55.7				62.0	28.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	16.0	38.0				58.0	24.0
Max Q Clear Time (g_c+I1), s	3.3	8.5				11.6	3.8
Green Ext Time (p_c), s	0.0	3.4				5.3	0.1

Intersection Summary		
HCM 6th Ctrl Delay	10.0	
HCM 6th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	0	18	145	0	77	57	606	162	61	950	49
Future Volume (veh/h)	16	0	18	145	0	77	57	606	162	61	950	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	18	0	20	165	0	88	65	689	184	69	1080	56
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	483	0	430	249	0	221	82	946	253	88	1184	61
Arrive On Green	0.28	0.00	0.28	0.14	0.00	0.14	0.05	0.35	0.35	0.05	0.36	0.36
Sat Flow, veh/h	1714	0	1525	1714	0	1525	1714	2669	712	1714	3308	171
Grp Volume(v), veh/h	18	0	20	165	0	88	65	441	432	69	558	578
Grp Sat Flow(s),veh/h/ln	1714	0	1525	1714	0	1525	1714	1710	1672	1714	1710	1769
Q Serve(g_s), s	0.9	0.0	1.1	10.9	0.0	6.3	4.5	26.9	27.0	4.8	37.3	37.4
Cycle Q Clear(g_c), s	0.9	0.0	1.1	10.9	0.0	6.3	4.5	26.9	27.0	4.8	37.3	37.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		0.10
Lane Grp Cap(c), veh/h	483	0	430	249	0	221	82	606	593	88	612	633
V/C Ratio(X)	0.04	0.00	0.05	0.66	0.00	0.40	0.79	0.73	0.73	0.78	0.91	0.91
Avail Cap(c_a), veh/h	483	0	430	249	0	221	100	648	634	143	663	686
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	31.4	48.5	0.0	46.5	56.5	33.7	33.7	56.3	36.7	36.7
Incr Delay (d2), s/veh	0.1	0.0	0.2	13.2	0.0	5.3	28.5	3.8	3.9	27.0	16.3	15.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	5.5	0.0	2.6	2.5	11.1	10.8	2.6	17.2	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.4	0.0	31.6	61.7	0.0	51.8	85.0	37.5	37.6	83.2	53.0	52.7
LnGrp LOS	C	A	C	E	A	D	F	D	D	F	D	D
Approach Vol, veh/h		38			253			938			1205	
Approach Delay, s/veh		31.5			58.3			40.9			54.6	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	37.8	10.2	49.0	23.0	9.8	49.4
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	29.0	10.0	* 46	17.4	7.0	46.5
Max Q Clear Time (g_c+I1), s	3.1	6.8	29.0	12.9	6.5	39.4
Green Ext Time (p_c), s	0.2	0.1	4.4	0.4	0.0	3.6

Intersection Summary	
HCM 6th Ctrl Delay	49.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

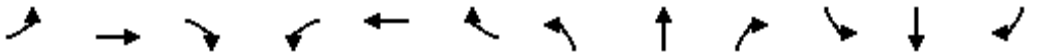
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	37	37	780	1085	21
Future Vol, veh/h	23	37	37	780	1085	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	39	39	830	1154	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1658	588	1176	0	-	0
Stage 1	1165	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	90	457	601	-	-	-
Stage 1	263	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	84	457	601	-	-	-
Mov Cap-2 Maneuver	84	-	-	-	-	-
Stage 1	246	-	-	-	-	-
Stage 2	585	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	33.1	0.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	601	-	84	457	-	-
HCM Lane V/C Ratio	0.065	-	0.291	0.086	-	-
HCM Control Delay (s)	11.4	-	64.6	13.6	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.1	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	168	105	342	364	58	291	714	48	61	795	241
Future Volume (veh/h)	202	168	105	342	364	58	291	714	48	61	795	241
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	227	189	118	384	409	65	327	802	0	69	893	271
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	277	837	373	461	888	140	388	1083		222	912	407
Arrive On Green	0.03	0.08	0.08	0.14	0.30	0.30	0.12	0.32	0.00	0.07	0.27	0.27
Sat Flow, veh/h	3326	3420	1525	3326	2959	467	3326	3420	1525	3326	3420	1525
Grp Volume(v), veh/h	227	189	118	384	235	239	327	802	0	69	893	271
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1716	1663	1710	1525	1663	1710	1525
Q Serve(g_s), s	6.1	4.7	6.6	10.1	10.0	10.2	8.7	18.8	0.0	1.8	23.3	14.3
Cycle Q Clear(g_c), s	6.1	4.7	6.6	10.1	10.0	10.2	8.7	18.8	0.0	1.8	23.3	14.3
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	277	837	373	461	513	515	388	1083		222	912	407
V/C Ratio(X)	0.82	0.23	0.32	0.83	0.46	0.46	0.84	0.74		0.31	0.98	0.67
Avail Cap(c_a), veh/h	277	837	373	628	513	515	388	1083		222	912	407
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	33.4	34.3	37.8	25.6	25.6	38.9	27.4	0.0	40.0	32.8	29.4
Incr Delay (d2), s/veh	16.1	0.6	2.2	5.2	2.9	3.0	14.6	3.0	0.0	3.6	24.7	4.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	1.9	2.6	4.1	4.1	4.2	4.1	7.3	0.0	0.8	11.9	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.1	34.0	36.4	43.0	28.5	28.6	53.6	30.4	0.0	43.7	57.5	34.0
LnGrp LOS	E	C	D	D	C	C	D	C		D	E	C
Approach Vol, veh/h		534			858			1129	A		1233	
Approach Delay, s/veh		45.2			35.0			37.1			51.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	28.0	15.0	30.0	12.0	33.0	10.5	34.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	17.0	17.5	10.5	24.0	7.5	27.0	6.0	28.5
Max Q Clear Time (g_c+I1), s	12.1	8.6	10.7	25.3	8.1	12.2	3.8	20.8
Green Ext Time (p_c), s	0.3	1.0	0.0	0.0	0.0	2.5	0.0	3.6

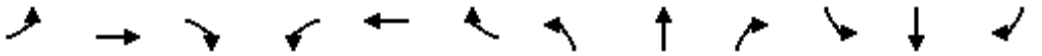
Intersection Summary	
HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
Int.1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1156	1296	138	230	1323	519	158	308	353	135	309	601
Future Volume (veh/h)	1156	1296	138	230	1323	519	158	308	353	135	309	601
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1257	1409	150	250	1438	564	172	335	384	147	336	653
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1058	2462	764	314	1363	423	156	575	257	156	303	513
Arrive On Green	0.32	0.50	0.50	0.09	0.28	0.28	0.09	0.17	0.17	0.09	0.17	0.17
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	1714	3420	1525	1714	1800	3051
Grp Volume(v), veh/h	1257	1409	150	250	1438	564	172	335	384	147	336	653
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1714	1710	1525	1714	1800	1525
Q Serve(g_s), s	35.0	22.1	6.0	8.1	30.5	30.5	10.0	9.9	18.5	9.4	18.5	18.5
Cycle Q Clear(g_c), s	35.0	22.1	6.0	8.1	30.5	30.5	10.0	9.9	18.5	9.4	18.5	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1058	2462	764	314	1363	423	156	575	257	156	303	513
V/C Ratio(X)	1.19	0.57	0.20	0.80	1.06	1.33	1.10	0.58	1.50	0.94	1.11	1.27
Avail Cap(c_a), veh/h	1058	2462	764	423	1363	423	156	575	257	156	303	513
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.23	0.23	0.23	0.36	0.36	0.36	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	19.2	15.2	48.8	39.7	39.7	50.0	42.2	45.8	49.7	45.7	45.8
Incr Delay (d2), s/veh	87.0	0.2	0.1	2.8	32.0	156.0	102.6	4.3	243.0	55.3	84.6	137.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.8	7.4	2.1	3.3	15.4	29.6	8.7	4.5	24.3	6.4	15.3	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	124.5	19.4	15.3	51.6	71.7	195.7	152.6	46.5	288.8	105.0	130.3	183.1
LnGrp LOS	F	B	B	D	F	F	F	D	F	F	F	F
Approach Vol, veh/h		2816			2252			891			1136	
Approach Delay, s/veh		66.1			100.5			171.4			157.4	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	59.1	14.0	22.5	39.0	34.5	14.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	51.5	10.0	18.5	35.0	30.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	10.1	24.1	12.0	20.5	37.0	32.5	11.4	20.5
Green Ext Time (p_c), s	0.3	11.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	104.9
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	845	831	98	78	1049	247	126	76	59	233	71	917
Future Volume (veh/h)	845	831	98	78	1049	247	126	76	59	233	71	917
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	880	866	102	81	1093	257	131	79	61	158	192	955
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	816	2253	699	102	1084	255	288	322	227	288	303	1262
Arrive On Green	0.41	0.77	0.77	0.06	0.27	0.27	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	3326	4914	1525	1714	3974	934	1714	1917	1350	1714	1800	3051
Grp Volume(v), veh/h	880	866	102	81	901	449	131	70	70	158	192	955
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1714	1638	1632	1714	1710	1557	1714	1800	1525
Q Serve(g_s), s	27.0	6.4	1.9	5.1	30.0	30.0	7.6	3.9	4.3	9.3	10.9	18.5
Cycle Q Clear(g_c), s	27.0	6.4	1.9	5.1	30.0	30.0	7.6	3.9	4.3	9.3	10.9	18.5
Prop In Lane	1.00		1.00	1.00		0.57	1.00		0.87	1.00		1.00
Lane Grp Cap(c), veh/h	816	2253	699	102	893	445	288	288	262	288	303	1262
V/C Ratio(X)	1.08	0.38	0.15	0.79	1.01	1.01	0.45	0.24	0.27	0.55	0.63	0.76
Avail Cap(c_a), veh/h	816	2253	699	156	893	445	288	288	262	288	303	1262
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.5	7.7	7.2	51.0	40.0	40.0	41.2	39.7	39.9	41.9	42.6	27.5
Incr Delay (d2), s/veh	49.9	0.3	0.3	14.4	32.2	44.9	5.1	2.0	2.5	7.3	9.7	4.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.5	1.8	0.6	2.5	15.2	16.7	3.6	1.8	1.8	4.5	5.7	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.4	8.1	7.5	65.4	72.2	84.9	46.3	41.7	42.4	49.2	52.3	31.8
LnGrp LOS	F	A	A	E	F	F	D	D	D	D	D	C
Approach Vol, veh/h		1848			1431			271			1305	
Approach Delay, s/veh		43.4			75.8			44.1			36.9	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.6	54.4		22.5	31.0	34.0		22.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	47.0		18.5	27.0	30.0		18.5
Max Q Clear Time (g_c+I1), s	7.1	8.4		20.5	29.0	32.0		9.6
Green Ext Time (p_c), s	0.0	6.3		0.0	0.0	0.0		0.7

Intersection Summary		
HCM 6th Ctrl Delay		51.3
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1026	31	2	1088	95	108	20	7	153	15	192
Future Volume (veh/h)	51	1026	31	2	1088	95	108	20	7	153	15	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	55	1115	34	2	1183	103	117	22	8	166	16	209
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	1794	800	5	2239	195	403	458	167	265	33	289
Arrive On Green	0.04	0.52	0.52	0.00	0.49	0.49	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1714	3420	1525	1714	4603	401	1174	1260	458	602	90	794
Grp Volume(v), veh/h	55	1115	34	2	842	444	117	0	30	391	0	0
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1714	1638	1728	1174	0	1718	1486	0	0
Q Serve(g_s), s	3.5	25.3	1.2	0.1	19.5	19.6	0.0	0.0	1.2	23.2	0.0	0.0
Cycle Q Clear(g_c), s	3.5	25.3	1.2	0.1	19.5	19.6	12.3	0.0	1.2	24.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.27	0.42		0.53
Lane Grp Cap(c), veh/h	70	1794	800	5	1593	840	403	0	625	587	0	0
V/C Ratio(X)	0.79	0.62	0.04	0.43	0.53	0.53	0.29	0.00	0.05	0.67	0.00	0.00
Avail Cap(c_a), veh/h	156	1794	800	156	1593	840	403	0	625	587	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.3	18.4	12.7	54.8	19.5	19.5	26.2	0.0	22.7	30.1	0.0	0.0
Incr Delay (d2), s/veh	17.2	1.6	0.1	53.2	1.3	2.4	1.8	0.0	0.1	5.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	9.1	0.4	0.1	6.9	7.5	2.5	0.0	0.5	9.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	20.1	12.8	108.0	20.8	21.9	28.0	0.0	22.8	36.0	0.0	0.0
LnGrp LOS	E	C	B	F	C	C	C	A	C	D	A	A
Approach Vol, veh/h		1204			1288			147			391	
Approach Delay, s/veh		22.1			21.3			26.9			36.0	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.3	61.7		44.0	8.5	57.5		44.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	48.0		40.0	10.0	48.0		40.0
Max Q Clear Time (g_c+I1), s	2.1	27.3		26.9	5.5	21.6		14.3
Green Ext Time (p_c), s	0.0	7.2		2.2	0.0	8.5		0.6

Intersection Summary		
HCM 6th Ctrl Delay		23.8
HCM 6th LOS		C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1090	31	2	867	107	7
Future Volume (veh/h)	1090	31	2	867	107	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1185	34	2	942	116	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2157	962	5	2318	400	356
Arrive On Green	0.63	0.63	0.00	0.68	0.23	0.23
Sat Flow, veh/h	3510	1525	1714	3510	1714	1525
Grp Volume(v), veh/h	1185	34	2	942	116	8
Grp Sat Flow(s),veh/h/ln	1710	1525	1714	1710	1714	1525
Q Serve(g_s), s	17.6	0.8	0.1	11.0	5.0	0.4
Cycle Q Clear(g_c), s	17.6	0.8	0.1	11.0	5.0	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2157	962	5	2318	400	356
V/C Ratio(X)	0.55	0.04	0.43	0.41	0.29	0.02
Avail Cap(c_a), veh/h	2157	962	190	2318	400	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.79	0.79	1.00	1.00
Uniform Delay (d), s/veh	9.4	6.3	44.8	6.4	28.4	26.6
Incr Delay (d2), s/veh	1.0	0.1	42.9	0.4	1.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.2	0.1	2.8	2.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.4	6.3	87.7	6.9	30.2	26.7
LnGrp LOS	B	A	F	A	C	C
Approach Vol, veh/h	1219			944	124	
Approach Delay, s/veh	10.3			7.0	30.0	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	4.2	60.8				65.0	25.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	10.0	47.0				61.0	21.0
Max Q Clear Time (g_c+I1), s	2.1	19.6				13.0	7.0
Green Ext Time (p_c), s	0.0	8.6				6.8	0.2

Intersection Summary		
HCM 6th Ctrl Delay	10.0	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	0	68	122	0	109	27	1003	50	139	741	25
Future Volume (veh/h)	59	0	68	122	0	109	27	1003	50	139	741	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	62	0	72	128	0	115	28	1056	53	146	780	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	482	0	429	213	0	190	41	1163	58	171	1443	48
Arrive On Green	0.28	0.00	0.28	0.12	0.00	0.12	0.02	0.35	0.35	0.10	0.43	0.43
Sat Flow, veh/h	1714	0	1525	1714	0	1525	1714	3314	166	1714	3377	113
Grp Volume(v), veh/h	62	0	72	128	0	115	28	545	564	146	395	411
Grp Sat Flow(s),veh/h/ln	1714	0	1525	1714	0	1525	1714	1710	1770	1714	1710	1780
Q Serve(g_s), s	3.8	0.0	5.0	9.9	0.0	10.0	2.3	42.5	42.5	11.7	24.1	24.1
Cycle Q Clear(g_c), s	3.8	0.0	5.0	9.9	0.0	10.0	2.3	42.5	42.5	11.7	24.1	24.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.09	1.00		0.06
Lane Grp Cap(c), veh/h	482	0	429	213	0	190	41	600	621	171	731	761
V/C Ratio(X)	0.13	0.00	0.17	0.60	0.00	0.61	0.69	0.91	0.91	0.85	0.54	0.54
Avail Cap(c_a), veh/h	482	0	429	213	0	190	73	678	702	233	812	845
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	0.0	38.0	58.0	0.0	58.1	67.8	43.3	43.3	62.0	29.8	29.8
Incr Delay (d2), s/veh	0.6	0.0	0.8	11.9	0.0	13.6	18.7	15.0	14.6	26.0	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	1.9	4.9	0.0	4.5	1.2	19.5	20.1	6.2	9.5	9.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	0.0	38.8	69.9	0.0	71.7	86.6	58.3	57.9	87.9	30.5	30.4
LnGrp LOS	D	A	D	E	A	E	F	E	E	F	C	C
Approach Vol, veh/h		134			243			1137			952	
Approach Delay, s/veh		38.5			70.7			58.8			39.3	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	43.3	18.0	55.6	23.0	7.3	66.3
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	30.0	19.0	* 56	17.4	6.0	66.5
Max Q Clear Time (g_c+I1), s	7.0	13.7	44.5	12.0	4.3	26.1
Green Ext Time (p_c), s	1.0	0.3	4.6	0.4	0.0	4.7

Intersection Summary	
HCM 6th Ctrl Delay	51.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

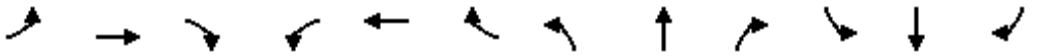
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	44	19	1093	863	31
Future Vol, veh/h	20	44	19	1093	863	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	45	20	1127	890	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1510	461	922	0	-	0
Stage 1	906	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	113	553	749	-	-	-
Stage 1	359	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	553	749	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	749	-	110	553	-	-
HCM Lane V/C Ratio	0.026	-	0.187	0.082	-	-
HCM Control Delay (s)	9.9	-	45.1	12.1	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	572	352	225	359	77	290	778	72	92	682	325
Future Volume (veh/h)	252	572	352	225	359	77	290	778	72	92	682	325
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	271	615	378	242	386	83	312	837	0	99	733	349
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	314	1050	468	311	858	183	380	1025		222	862	385
Arrive On Green	0.03	0.10	0.10	0.09	0.31	0.31	0.11	0.30	0.00	0.07	0.25	0.25
Sat Flow, veh/h	3326	3420	1525	3326	2805	597	3326	3420	1525	3326	3420	1525
Grp Volume(v), veh/h	271	615	378	242	234	235	312	837	0	99	733	349
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1692	1663	1710	1525	1663	1710	1525
Q Serve(g_s), s	7.3	15.5	21.8	6.4	9.9	10.1	8.3	20.4	0.0	2.6	18.4	20.0
Cycle Q Clear(g_c), s	7.3	15.5	21.8	6.4	9.9	10.1	8.3	20.4	0.0	2.6	18.4	20.0
Prop In Lane	1.00		1.00	1.00		0.35	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	314	1050	468	311	523	518	380	1025		222	862	385
V/C Ratio(X)	0.86	0.59	0.81	0.78	0.45	0.45	0.82	0.82		0.45	0.85	0.91
Avail Cap(c_a), veh/h	314	1050	468	336	523	518	388	1045		222	874	390
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	35.0	37.8	39.9	25.1	25.2	39.0	29.2	0.0	40.4	32.0	32.6
Incr Delay (d2), s/veh	17.6	2.0	11.9	9.0	2.7	2.9	12.2	5.3	0.0	6.4	8.2	24.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	7.2	10.3	2.8	4.0	4.1	3.8	8.2	0.0	1.2	7.9	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	37.0	49.7	48.9	27.9	28.0	51.1	34.6	0.0	46.8	40.2	57.3
LnGrp LOS	E	D	D	D	C	C	D	C		D	D	E
Approach Vol, veh/h		1264			711			1149	A		1181	
Approach Delay, s/veh		45.9			35.1			39.1			45.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	33.6	14.8	28.7	13.0	33.5	10.5	33.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	9.1	26.4	10.5	23.0	8.5	27.0	6.0	27.5
Max Q Clear Time (g_c+I1), s	8.4	23.8	10.3	22.0	9.3	12.1	4.6	22.4
Green Ext Time (p_c), s	0.0	1.4	0.0	0.7	0.0	2.4	0.0	2.7

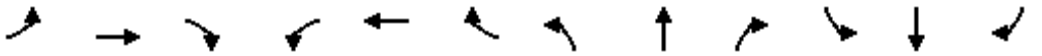
Intersection Summary	
HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
Int.1: 4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	593	439	83	119	1518	242	96	71	93	240	220	873
Future Volume (veh/h)	593	439	83	119	1518	242	96	71	93	240	220	873
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	682	505	95	137	1745	278	110	82	107	276	253	1003
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	635	2328	723	193	1675	520	135	575	257	265	439	744
Arrive On Green	0.19	0.47	0.47	0.12	0.68	0.68	0.08	0.17	0.17	0.15	0.24	0.24
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	1714	3420	1525	1714	1800	3051
Grp Volume(v), veh/h	682	505	95	137	1745	278	110	82	107	276	253	1003
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1714	1710	1525	1714	1800	1525
Q Serve(g_s), s	21.0	6.6	3.8	4.4	37.5	10.0	6.9	2.2	6.9	17.0	13.6	26.8
Cycle Q Clear(g_c), s	21.0	6.6	3.8	4.4	37.5	10.0	6.9	2.2	6.9	17.0	13.6	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	635	2328	723	193	1675	520	135	575	257	265	439	744
V/C Ratio(X)	1.07	0.22	0.13	0.71	1.04	0.53	0.81	0.14	0.42	1.04	0.58	1.35
Avail Cap(c_a), veh/h	635	2328	723	302	1675	520	156	575	257	265	439	744
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	17.0	16.2	47.7	17.5	13.1	49.9	39.0	40.9	46.5	36.6	41.6
Incr Delay (d2), s/veh	57.3	0.2	0.4	2.9	29.1	2.4	24.5	0.5	4.9	66.6	5.4	165.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	2.3	1.4	1.7	9.7	2.9	3.9	1.0	2.9	12.1	6.6	27.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.8	17.2	16.6	50.6	46.6	15.5	74.3	39.5	45.9	113.1	42.0	206.8
LnGrp LOS	F	B	B	D	F	B	E	D	D	F	D	F
Approach Vol, veh/h		1282			2160			299			1532	
Approach Delay, s/veh		62.2			42.9			54.6			162.7	
Approach LOS		E			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	56.1	12.7	30.8	25.0	41.5	21.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	48.5	10.0	25.5	21.0	37.5	17.0	18.5
Max Q Clear Time (g_c+I1), s	6.4	8.6	8.9	28.8	23.0	39.5	19.0	8.9
Green Ext Time (p_c), s	0.1	3.5	0.0	0.0	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	83.0
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	189	505	78	47	645	97	121	22	67	622	73	1117
Future Volume (veh/h)	189	505	78	47	645	97	121	22	67	622	73	1117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	199	532	82	49	679	102	127	23	71	710	0	1176
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	605	1765	548	62	923	137	288	288	257	997	0	1442
Arrive On Green	0.36	0.72	0.72	0.04	0.21	0.21	0.17	0.17	0.17	0.29	0.00	0.29
Sat Flow, veh/h	3326	4914	1525	1714	4319	642	1714	1710	1525	3429	0	3051
Grp Volume(v), veh/h	199	532	82	49	513	268	127	23	71	710	0	1176
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1714	1638	1684	1714	1710	1525	1714	0	1525
Q Serve(g_s), s	4.8	4.3	1.9	3.1	16.1	16.3	7.3	1.2	4.5	20.4	0.0	16.4
Cycle Q Clear(g_c), s	4.8	4.3	1.9	3.1	16.1	16.3	7.3	1.2	4.5	20.4	0.0	16.4
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	605	1765	548	62	700	360	288	288	257	997	0	1442
V/C Ratio(X)	0.33	0.30	0.15	0.79	0.73	0.74	0.44	0.08	0.28	0.71	0.00	0.82
Avail Cap(c_a), veh/h	605	1765	548	156	700	360	288	288	257	997	0	1442
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.2	10.5	10.2	52.6	40.3	40.4	41.1	38.6	39.9	34.9	0.0	24.9
Incr Delay (d2), s/veh	0.3	0.4	0.5	19.3	6.7	13.0	4.8	0.5	2.7	4.3	0.0	5.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	1.3	0.7	1.6	6.7	7.7	3.5	0.6	1.9	9.0	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	10.9	10.7	71.9	47.0	53.5	45.9	39.1	42.6	39.2	0.0	30.1
LnGrp LOS	C	B	B	E	D	D	D	D	D	D	A	C
Approach Vol, veh/h		813			830			221			1886	
Approach Delay, s/veh		15.7			50.6			44.1			33.5	
Approach LOS		B			D			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	43.5		36.0	24.0	27.5		22.5				
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0				
Max Green Setting (Gmax), s	10.0	33.5		32.0	20.0	23.5		18.5				
Max Q Clear Time (g_c+I1), s	5.1	6.3		22.4	6.8	18.3		9.3				
Green Ext Time (p_c), s	0.0	3.5		5.8	0.5	2.0		0.6				

Intersection Summary	
HCM 6th Ctrl Delay	34.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	761	142	23	660	149	42	14	8	50	12	93
Future Volume (veh/h)	275	761	142	23	660	149	42	14	8	50	12	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	299	827	154	25	717	162	46	15	9	54	13	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	334	2187	975	42	1883	420	320	240	144	135	47	208
Arrive On Green	0.19	0.64	0.64	0.02	0.47	0.47	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1714	3420	1525	1714	4017	897	1299	1054	632	402	205	916
Grp Volume(v), veh/h	299	827	154	25	583	296	46	0	24	168	0	0
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1714	1638	1639	1299	0	1686	1524	0	0
Q Serve(g_s), s	18.7	12.7	4.5	1.6	12.7	12.9	0.0	0.0	1.2	6.1	0.0	0.0
Cycle Q Clear(g_c), s	18.7	12.7	4.5	1.6	12.7	12.9	4.8	0.0	1.2	10.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.55	1.00		0.38	0.32		0.60
Lane Grp Cap(c), veh/h	334	2187	975	42	1535	768	320	0	383	390	0	0
V/C Ratio(X)	0.89	0.38	0.16	0.60	0.38	0.39	0.14	0.00	0.06	0.43	0.00	0.00
Avail Cap(c_a), veh/h	592	2187	975	187	1535	768	320	0	383	390	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	43.2	9.4	8.0	53.1	18.9	18.9	34.7	0.0	33.3	36.7	0.0	0.0
Incr Delay (d2), s/veh	8.7	0.5	0.3	13.1	0.7	1.5	0.9	0.0	0.3	3.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.3	4.0	1.3	0.8	4.5	4.7	1.1	0.0	0.5	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.8	9.9	8.3	66.2	19.6	20.4	35.6	0.0	33.6	40.2	0.0	0.0
LnGrp LOS	D	A	A	E	B	C	D	A	C	D	A	A
Approach Vol, veh/h		1280			904			70			168	
Approach Delay, s/veh		19.5			21.2			34.9			40.2	
Approach LOS		B			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.7	74.3		29.0	25.4	55.6		29.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	12.0	61.0		25.0	38.0	35.0		25.0
Max Q Clear Time (g_c+I1), s	3.6	14.7		12.3	20.7	14.9		6.8
Green Ext Time (p_c), s	0.0	6.3		0.7	0.7	4.9		0.2

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	494	141	23	733	41	8
Future Volume (veh/h)	494	141	23	733	41	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	537	153	25	797	45	9
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	1964	876	44	2204	457	407
Arrive On Green	0.57	0.57	0.03	0.64	0.27	0.27
Sat Flow, veh/h	3510	1525	1714	3510	1714	1525
Grp Volume(v), veh/h	537	153	25	797	45	9
Grp Sat Flow(s),veh/h/ln	1710	1525	1714	1710	1714	1525
Q Serve(g_s), s	7.1	4.3	1.3	9.7	1.8	0.4
Cycle Q Clear(g_c), s	7.1	4.3	1.3	9.7	1.8	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1964	876	44	2204	457	407
V/C Ratio(X)	0.27	0.17	0.56	0.36	0.10	0.02
Avail Cap(c_a), veh/h	1964	876	305	2204	457	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.77	0.77	1.00	1.00
Uniform Delay (d), s/veh	9.7	9.1	43.3	7.4	24.9	24.3
Incr Delay (d2), s/veh	0.3	0.4	8.4	0.4	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.2	0.6	2.6	0.8	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.0	9.5	51.8	7.8	25.3	24.4
LnGrp LOS	B	A	D	A	C	C
Approach Vol, veh/h	690			822	54	
Approach Delay, s/veh	9.9			9.1	25.1	
Approach LOS	A			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.3	55.7				62.0	28.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	16.0	38.0				58.0	24.0
Max Q Clear Time (g_c+I1), s	3.3	9.1				11.7	3.8
Green Ext Time (p_c), s	0.0	3.7				5.4	0.1

Intersection Summary		
HCM 6th Ctrl Delay	10.0	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	0	18	162	0	86	57	606	225	88	950	49
Future Volume (veh/h)	16	0	18	162	0	86	57	606	225	88	950	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	18	0	20	184	0	98	65	689	256	100	1080	56
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	473	0	421	263	0	234	82	809	301	123	1175	61
Arrive On Green	0.28	0.00	0.28	0.15	0.00	0.15	0.05	0.33	0.33	0.07	0.36	0.36
Sat Flow, veh/h	1714	0	1525	1714	0	1525	1714	2440	907	1714	3308	171
Grp Volume(v), veh/h	18	0	20	184	0	98	65	483	462	100	558	578
Grp Sat Flow(s),veh/h/ln	1714	0	1525	1714	0	1525	1714	1710	1637	1714	1710	1769
Q Serve(g_s), s	0.9	0.0	1.2	12.2	0.0	7.0	4.5	31.6	31.6	6.9	37.5	37.5
Cycle Q Clear(g_c), s	0.9	0.0	1.2	12.2	0.0	7.0	4.5	31.6	31.6	6.9	37.5	37.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		0.10
Lane Grp Cap(c), veh/h	473	0	421	263	0	234	82	567	543	123	608	629
V/C Ratio(X)	0.04	0.00	0.05	0.70	0.00	0.42	0.79	0.85	0.85	0.81	0.92	0.92
Avail Cap(c_a), veh/h	473	0	421	263	0	234	100	634	607	143	648	671
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.8	0.0	31.9	48.2	0.0	46.0	56.5	37.4	37.4	54.9	37.0	37.0
Incr Delay (d2), s/veh	0.2	0.0	0.2	14.4	0.0	5.4	28.5	9.9	10.3	31.2	17.6	17.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	6.1	0.0	2.9	2.5	13.9	13.3	3.9	17.5	18.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.0	0.0	32.1	62.6	0.0	51.4	85.0	47.3	47.7	86.1	54.7	54.3
LnGrp LOS	C	A	C	E	A	D	F	D	D	F	D	D
Approach Vol, veh/h		38			282			1010			1236	
Approach Delay, s/veh		32.0			58.7			49.9			57.0	
Approach LOS		C			E			D			E	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	37.1	12.6	46.3	24.0	9.8	49.1
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	29.0	10.0	* 45	18.4	7.0	45.5
Max Q Clear Time (g_c+I1), s	3.2	8.9	33.6	14.2	6.5	39.5
Green Ext Time (p_c), s	0.2	0.0	4.0	0.5	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

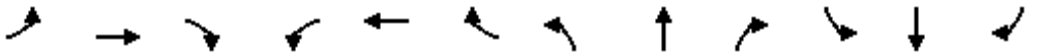
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	37	37	841	1102	21
Future Vol, veh/h	24	37	37	841	1102	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	26	39	39	895	1172	22

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1709	597	1194	0	-	0
Stage 1	1183	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	84	451	592	-	-	-
Stage 1	257	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	78	451	592	-	-	-
Mov Cap-2 Maneuver	78	-	-	-	-	-
Stage 1	240	-	-	-	-	-
Stage 2	563	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	36.7	0.5	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	592	-	78	451	-	-
HCM Lane V/C Ratio	0.066	-	0.327	0.087	-	-
HCM Control Delay (s)	11.5	-	72.2	13.7	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.2	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	237	168	105	342	364	60	291	738	48	61	802	251
Future Volume (veh/h)	237	168	105	342	364	60	291	738	48	61	802	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	266	189	118	384	409	67	327	829	0	69	901	282
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	303	860	384	461	880	143	366	1060		222	912	407
Arrive On Green	0.03	0.08	0.08	0.14	0.30	0.30	0.11	0.31	0.00	0.07	0.27	0.27
Sat Flow, veh/h	3326	3420	1525	3326	2945	479	3326	3420	1525	3326	3420	1525
Grp Volume(v), veh/h	266	189	118	384	236	240	327	829	0	69	901	282
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1714	1663	1710	1525	1663	1710	1525
Q Serve(g_s), s	7.2	4.6	6.6	10.1	10.1	10.3	8.7	19.9	0.0	1.8	23.6	15.0
Cycle Q Clear(g_c), s	7.2	4.6	6.6	10.1	10.1	10.3	8.7	19.9	0.0	1.8	23.6	15.0
Prop In Lane	1.00		1.00	1.00		0.28	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	303	860	384	461	511	512	366	1060		222	912	407
V/C Ratio(X)	0.88	0.22	0.31	0.83	0.46	0.47	0.89	0.78		0.31	0.99	0.69
Avail Cap(c_a), veh/h	303	860	384	628	511	512	366	1060		222	912	407
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	33.0	33.9	37.8	25.7	25.7	39.5	28.3	0.0	40.0	32.9	29.7
Incr Delay (d2), s/veh	22.7	0.6	2.0	5.2	3.0	3.1	22.6	4.1	0.0	3.6	26.8	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	1.9	2.6	4.1	4.1	4.2	4.5	7.8	0.0	0.8	12.3	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.9	33.6	35.9	43.0	28.7	28.8	62.2	32.4	0.0	43.7	59.6	35.2
LnGrp LOS	E	C	D	D	C	C	E	C		D	E	D
Approach Vol, veh/h		573			860			1156	A		1252	
Approach Delay, s/veh		49.0			35.1			40.8			53.3	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	28.6	14.4	30.0	12.7	32.9	10.5	33.9
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	17.0	18.1	9.9	24.0	8.2	26.9	6.0	27.9
Max Q Clear Time (g_c+I1), s	12.1	8.6	10.7	25.6	9.2	12.3	3.8	21.9
Green Ext Time (p_c), s	0.3	1.1	0.0	0.0	0.0	2.5	0.0	3.1

Intersection Summary	
HCM 6th Ctrl Delay	44.8
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	296	243	0	0	5
Future Vol, veh/h	20	296	243	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	322	264	0	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	264	0	-	0	469	132
Stage 1	-	-	-	-	264	-
Stage 2	-	-	-	-	205	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1312	-	-	-	*717	899
Stage 1	-	-	-	-	*762	-
Stage 2	-	-	-	-	*921	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1312	-	-	-	*703	899
Mov Cap-2 Maneuver	-	-	-	-	*703	-
Stage 1	-	-	-	-	*747	-
Stage 2	-	-	-	-	*921	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1312	-	-	-	899
HCM Lane V/C Ratio	0.017	-	-	-	0.006
HCM Control Delay (s)	7.8	0.1	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	276	238	0	0	5
Future Vol, veh/h	20	276	238	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	300	259	0	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	259	0	-	0	453	130
Stage 1	-	-	-	-	259	-
Stage 2	-	-	-	-	194	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1317	-	-	-	*736	902
Stage 1	-	-	-	-	*767	-
Stage 2	-	-	-	-	*921	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1317	-	-	-	*722	902
Mov Cap-2 Maneuver	-	-	-	-	*722	-
Stage 1	-	-	-	-	*752	-
Stage 2	-	-	-	-	*921	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1317	-	-	-	902
HCM Lane V/C Ratio	0.017	-	-	-	0.006
HCM Control Delay (s)	7.8	0.1	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	256	232	0	0	6
Future Vol, veh/h	21	256	232	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	23	278	252	0	0	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	252	0	-	0	437	126
Stage 1	-	-	-	-	252	-
Stage 2	-	-	-	-	185	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1325	-	-	-	*697	907
Stage 1	-	-	-	-	*773	-
Stage 2	-	-	-	-	*946	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1325	-	-	-	*682	907
Mov Cap-2 Maneuver	-	-	-	-	*682	-
Stage 1	-	-	-	-	*757	-
Stage 2	-	-	-	-	*946	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1325	-	-	-	907
HCM Lane V/C Ratio	0.017	-	-	-	0.007
HCM Control Delay (s)	7.8	0.1	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	249	229	0	0	2
Future Vol, veh/h	8	249	229	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	271	249	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	249	0	-	0	403	125
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	154	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1328	-	-	-	*735	909
Stage 1	-	-	-	-	*775	-
Stage 2	-	-	-	-	*946	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1328	-	-	-	*729	909
Mov Cap-2 Maneuver	-	-	-	-	*729	-
Stage 1	-	-	-	-	*769	-
Stage 2	-	-	-	-	*946	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1328	-	-	-	909
HCM Lane V/C Ratio	0.007	-	-	-	0.002
HCM Control Delay (s)	7.7	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	224	222	0	0	7
Future Vol, veh/h	25	224	222	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	243	241	0	0	8

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	241	0	-	0	417	121
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	176	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1337	-	-	-	*719	914
Stage 1	-	-	-	-	*783	-
Stage 2	-	-	-	-	*946	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1337	-	-	-	*703	914
Mov Cap-2 Maneuver	-	-	-	-	*703	-
Stage 1	-	-	-	-	*765	-
Stage 2	-	-	-	-	*946	-

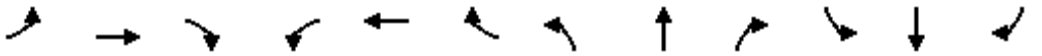
Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1337	-	-	-	914
HCM Lane V/C Ratio	0.02	-	-	-	0.008
HCM Control Delay (s)	7.7	0.1	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th Signalized Intersection Summary
Int.1: 4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1156	1298	138	230	1326	549	158	308	353	135	309	601
Future Volume (veh/h)	1156	1298	138	230	1326	549	158	308	353	135	309	601
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1257	1411	150	250	1441	597	172	335	384	147	336	653
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1058	2470	767	309	1363	423	156	575	257	156	303	513
Arrive On Green	0.32	0.50	0.50	0.19	0.55	0.55	0.09	0.17	0.17	0.09	0.17	0.17
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	1714	3420	1525	1714	1800	3051
Grp Volume(v), veh/h	1257	1411	150	250	1441	597	172	335	384	147	336	653
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1714	1710	1525	1714	1800	1525
Q Serve(g_s), s	35.0	22.0	6.0	7.9	30.5	30.5	10.0	9.9	18.5	9.4	18.5	18.5
Cycle Q Clear(g_c), s	35.0	22.0	6.0	7.9	30.5	30.5	10.0	9.9	18.5	9.4	18.5	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1058	2470	767	309	1363	423	156	575	257	156	303	513
V/C Ratio(X)	1.19	0.57	0.20	0.81	1.06	1.41	1.10	0.58	1.50	0.94	1.11	1.27
Avail Cap(c_a), veh/h	1058	2470	767	423	1363	423	156	575	257	156	303	513
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.36	0.36	0.36	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.5	19.1	15.1	43.9	24.5	24.5	50.0	42.2	45.8	49.7	45.7	45.8
Incr Delay (d2), s/veh	94.2	1.0	0.6	3.1	32.8	190.3	102.6	4.3	243.0	55.3	84.6	137.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.9	7.6	2.2	3.0	10.2	29.8	8.7	4.5	24.3	6.4	15.3	16.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	131.7	20.1	15.7	46.9	57.3	214.8	152.6	46.5	288.8	105.0	130.3	183.1
LnGrp LOS	F	C	B	D	F	F	F	D	F	F	F	F
Approach Vol, veh/h		2818			2288			891			1136	
Approach Delay, s/veh		69.6			97.3			171.4			157.4	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	59.3	14.0	22.5	39.0	34.5	14.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	14.0	51.5	10.0	18.5	35.0	30.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	9.9	24.0	12.0	20.5	37.0	32.5	11.4	20.5
Green Ext Time (p_c), s	0.3	11.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	105.2
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	845	833	98	78	1083	247	126	76	59	248	71	917
Future Volume (veh/h)	845	833	98	78	1083	247	126	76	59	248	71	917
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	880	868	102	81	1128	257	131	79	61	166	203	955
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1184	2792	867	102	1087	248	288	322	227	290	304	1602
Arrive On Green	0.59	0.95	0.95	0.06	0.27	0.27	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	3326	4914	1525	1714	4001	911	1714	1917	1350	1714	1800	3051
Grp Volume(v), veh/h	880	868	102	81	924	461	131	70	70	166	203	955
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1714	1638	1636	1714	1710	1557	1714	1800	1525
Q Serve(g_s), s	21.2	1.4	0.4	5.1	29.9	29.9	7.6	3.9	4.3	9.8	11.6	0.0
Cycle Q Clear(g_c), s	21.2	1.4	0.4	5.1	29.9	29.9	7.6	3.9	4.3	9.8	11.6	0.0
Prop In Lane	1.00		1.00	1.00		0.56	1.00		0.87	1.00		1.00
Lane Grp Cap(c), veh/h	1184	2792	867	102	890	445	288	288	262	290	304	1602
V/C Ratio(X)	0.74	0.31	0.12	0.79	1.04	1.04	0.45	0.24	0.27	0.57	0.67	0.60
Avail Cap(c_a), veh/h	1184	2792	867	156	890	445	288	288	262	290	304	1602
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	1.3	1.2	51.0	40.0	40.1	41.2	39.7	39.9	42.0	42.8	18.1
Incr Delay (d2), s/veh	1.8	0.2	0.2	14.4	40.2	52.7	5.1	2.0	2.5	8.0	11.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	0.4	0.2	2.5	16.1	17.6	3.6	1.8	1.8	4.8	6.1	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	1.5	1.4	65.4	80.3	92.8	46.3	41.7	42.4	50.0	53.8	19.7
LnGrp LOS	C	A	A	E	F	F	D	D	D	D	D	B
Approach Vol, veh/h		1850			1466			271			1324	
Approach Delay, s/veh		10.5			83.4			44.1			28.7	
Approach LOS		B			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.6	69.0		22.6	45.7	33.9		22.5
Change Period (Y+Rc), s	4.0	6.5		4.0	6.5	* 4		4.0
Max Green Setting (Gmax), s	10.6	44.4		18.6	27.0	* 30		18.5
Max Q Clear Time (g_c+I1), s	7.1	3.4		13.6	23.2	31.9		9.6
Green Ext Time (p_c), s	0.0	6.4		2.7	1.3	0.0		0.7

Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	1043	31	2	1122	95	108	20	7	153	15	192
Future Volume (veh/h)	51	1043	31	2	1122	95	108	20	7	153	15	192
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	55	1134	34	2	1220	103	117	22	8	166	16	209
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	70	1794	800	5	2245	190	403	458	167	265	33	289
Arrive On Green	0.04	0.52	0.52	0.00	0.49	0.49	0.36	0.36	0.36	0.36	0.36	0.36
Sat Flow, veh/h	1714	3420	1525	1714	4616	390	1174	1260	458	602	90	794
Grp Volume(v), veh/h	55	1134	34	2	866	457	117	0	30	391	0	0
Grp Sat Flow(s),veh/h/ln	1714	1710	1525	1714	1638	1730	1174	0	1718	1486	0	0
Q Serve(g_s), s	3.5	25.9	1.2	0.1	20.3	20.3	0.0	0.0	1.2	23.2	0.0	0.0
Cycle Q Clear(g_c), s	3.5	25.9	1.2	0.1	20.3	20.3	12.3	0.0	1.2	24.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.27	0.42		0.53
Lane Grp Cap(c), veh/h	70	1794	800	5	1593	841	403	0	625	587	0	0
V/C Ratio(X)	0.79	0.63	0.04	0.43	0.54	0.54	0.29	0.00	0.05	0.67	0.00	0.00
Avail Cap(c_a), veh/h	156	1794	800	156	1593	841	403	0	625	587	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	52.3	18.6	12.7	54.8	19.7	19.7	26.2	0.0	22.7	30.1	0.0	0.0
Incr Delay (d2), s/veh	17.2	1.7	0.1	53.2	1.3	2.5	1.8	0.0	0.1	5.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	9.4	0.4	0.1	7.2	7.8	2.5	0.0	0.5	9.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	20.3	12.8	108.0	21.1	22.2	28.0	0.0	22.8	36.0	0.0	0.0
LnGrp LOS	E	C	B	F	C	C	C	A	C	D	A	A
Approach Vol, veh/h		1223			1325			147			391	
Approach Delay, s/veh		22.3			21.6			26.9			36.0	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.3	61.7		44.0	8.5	57.5		44.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	48.0		40.0	10.0	48.0		40.0
Max Q Clear Time (g_c+I1), s	2.1	27.9		26.9	5.5	22.3		14.3
Green Ext Time (p_c), s	0.0	7.3		2.2	0.0	8.7		0.6

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1107	31	2	901	107	7
Future Volume (veh/h)	1107	31	2	901	107	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1203	34	2	979	116	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2157	962	5	2318	400	356
Arrive On Green	0.63	0.63	0.00	0.68	0.23	0.23
Sat Flow, veh/h	3510	1525	1714	3510	1714	1525
Grp Volume(v), veh/h	1203	34	2	979	116	8
Grp Sat Flow(s),veh/h/ln	1710	1525	1714	1710	1714	1525
Q Serve(g_s), s	18.0	0.8	0.1	11.6	5.0	0.4
Cycle Q Clear(g_c), s	18.0	0.8	0.1	11.6	5.0	0.4
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2157	962	5	2318	400	356
V/C Ratio(X)	0.56	0.04	0.43	0.42	0.29	0.02
Avail Cap(c_a), veh/h	2157	962	190	2318	400	356
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.75	0.75	1.00	1.00
Uniform Delay (d), s/veh	9.5	6.3	44.8	6.5	28.4	26.6
Incr Delay (d2), s/veh	1.0	0.1	40.9	0.4	1.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.2	0.1	2.9	2.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.5	6.3	85.8	7.0	30.2	26.7
LnGrp LOS	B	A	F	A	C	C
Approach Vol, veh/h	1237			981	124	
Approach Delay, s/veh	10.4			7.1	30.0	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.2	60.8				65.0	25.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	10.3	47.0				61.0	21.0
Max Q Clear Time (g_c+I1), s	12.1	20.0				13.6	7.0
Green Ext Time (p_c), s	0.0	8.7				7.1	0.2

Intersection Summary		
HCM 6th Ctrl Delay	10.1	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	0	68	184	0	136	27	1003	79	153	741	25
Future Volume (veh/h)	59	0	68	184	0	136	27	1003	79	153	741	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	62	0	72	194	0	143	28	1056	83	161	780	26
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	396	0	352	274	0	244	41	1137	89	185	1493	50
Arrive On Green	0.23	0.00	0.23	0.16	0.00	0.16	0.02	0.35	0.35	0.11	0.44	0.44
Sat Flow, veh/h	1714	0	1525	1714	0	1525	1714	3212	252	1714	3377	113
Grp Volume(v), veh/h	62	0	72	194	0	143	28	562	577	161	395	411
Grp Sat Flow(s),veh/h/ln	1714	0	1525	1714	0	1525	1714	1710	1755	1714	1710	1780
Q Serve(g_s), s	4.0	0.0	5.3	15.0	0.0	12.2	2.3	44.3	44.3	12.9	23.5	23.5
Cycle Q Clear(g_c), s	4.0	0.0	5.3	15.0	0.0	12.2	2.3	44.3	44.3	12.9	23.5	23.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		0.06
Lane Grp Cap(c), veh/h	396	0	352	274	0	244	41	605	621	185	756	787
V/C Ratio(X)	0.16	0.00	0.20	0.71	0.00	0.59	0.69	0.93	0.93	0.87	0.52	0.52
Avail Cap(c_a), veh/h	396	0	352	274	0	244	73	641	658	220	763	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	0.0	43.5	55.7	0.0	54.5	67.8	43.5	43.5	61.4	28.3	28.3
Incr Delay (d2), s/veh	0.8	0.0	1.3	14.3	0.0	9.9	18.7	19.4	19.2	30.1	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.1	7.4	0.0	5.2	1.2	20.9	21.5	7.0	9.2	9.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	0.0	44.8	70.0	0.0	64.4	86.6	63.0	62.7	91.6	29.0	29.0
LnGrp LOS	D	A	D	E	A	E	F	E	E	F	C	C
Approach Vol, veh/h		134			337			1167			967	
Approach Delay, s/veh		44.3			67.6			63.4			39.4	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	36.3	21.6	54.0	28.0	7.3	68.4
Change Period (Y+Rc), s	4.0	6.5	* 4.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	29.0	18.0	* 53	22.4	6.0	62.5
Max Q Clear Time (g_c+I1), s	7.3	14.9	46.3	17.0	4.3	25.5
Green Ext Time (p_c), s	0.9	0.2	3.2	0.7	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	54.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

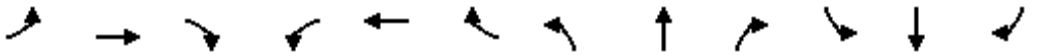
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	44	20	1122	923	31
Future Vol, veh/h	21	44	20	1122	923	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	45	21	1157	952	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1589	492	984	0	-	0
Stage 1	968	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	100	528	710	-	-	-
Stage 1	334	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	528	710	-	-	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	504	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.4	0.2	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	710	-	97	528	-	-
HCM Lane V/C Ratio	0.029	-	0.223	0.086	-	-
HCM Control Delay (s)	10.2	-	52.5	12.5	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	572	352	225	359	78	290	790	72	94	706	359
Future Volume (veh/h)	269	572	352	225	359	78	290	790	72	94	706	359
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	289	615	378	242	386	84	312	849	0	101	759	386
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	351	1067	476	311	840	181	351	1007		222	874	390
Arrive On Green	0.03	0.10	0.10	0.09	0.30	0.30	0.11	0.29	0.00	0.07	0.26	0.26
Sat Flow, veh/h	3326	3420	1525	3326	2798	603	3326	3420	1525	3326	3420	1525
Grp Volume(v), veh/h	289	615	378	242	234	236	312	849	0	101	759	386
Grp Sat Flow(s),veh/h/ln	1663	1710	1525	1663	1710	1691	1663	1710	1525	1663	1710	1525
Q Serve(g_s), s	7.8	15.4	21.8	6.4	10.0	10.2	8.3	21.0	0.0	2.6	19.1	22.7
Cycle Q Clear(g_c), s	7.8	15.4	21.8	6.4	10.0	10.2	8.3	21.0	0.0	2.6	19.1	22.7
Prop In Lane	1.00		1.00	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	351	1067	476	311	513	507	351	1007		222	874	390
V/C Ratio(X)	0.82	0.58	0.79	0.78	0.46	0.46	0.89	0.84		0.46	0.87	0.99
Avail Cap(c_a), veh/h	351	1067	476	344	513	507	351	1007		222	874	390
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.6	34.7	37.5	39.9	25.6	25.6	39.7	29.8	0.0	40.4	32.1	33.4
Incr Delay (d2), s/veh	11.7	1.9	10.9	8.5	2.9	3.0	22.5	6.9	0.0	6.6	9.6	42.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	7.2	10.1	2.8	4.1	4.1	4.3	8.6	0.0	1.2	8.4	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.3	36.6	48.4	48.4	28.5	28.7	62.2	36.7	0.0	47.0	41.6	76.3
LnGrp LOS	D	D	D	D	C	C	E	D		D	D	E
Approach Vol, veh/h		1282			712			1161	A		1246	
Approach Delay, s/veh		44.1			35.3			43.5			52.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	34.1	14.0	29.0	14.0	33.0	10.5	32.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	9.3	27.2	9.5	23.0	9.5	27.0	6.0	26.5
Max Q Clear Time (g_c+I1), s	8.4	23.8	10.3	24.7	9.8	12.2	4.6	23.0
Green Ext Time (p_c), s	0.0	1.8	0.0	0.0	0.0	2.4	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	225	304	0	0	18
Future Vol, veh/h	8	225	304	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	245	330	0	0	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	330	0	-	0	471	165
Stage 1	-	-	-	-	330	-
Stage 2	-	-	-	-	141	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1241	-	-	-	*639	857
Stage 1	-	-	-	-	*707	-
Stage 2	-	-	-	-	*957	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1241	-	-	-	*633	857
Mov Cap-2 Maneuver	-	-	-	-	*633	-
Stage 1	-	-	-	-	*701	-
Stage 2	-	-	-	-	*957	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1241	-	-	-	857
HCM Lane V/C Ratio	0.007	-	-	-	0.023
HCM Control Delay (s)	7.9	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	217	286	0	0	18
Future Vol, veh/h	8	217	286	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	236	311	0	0	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	311	0	-	0	447	156
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1261	-	-	-	*663	868
Stage 1	-	-	-	-	*722	-
Stage 2	-	-	-	-	*957	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1261	-	-	-	*657	868
Mov Cap-2 Maneuver	-	-	-	-	*657	-
Stage 1	-	-	-	-	*716	-
Stage 2	-	-	-	-	*957	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1261	-	-	-	868
HCM Lane V/C Ratio	0.007	-	-	-	0.023
HCM Control Delay (s)	7.9	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	206	266	0	0	21
Future Vol, veh/h	12	206	266	0	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	224	289	0	0	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	289	0	-	0	427	145
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	138	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1284	-	-	-	*683	882
Stage 1	-	-	-	-	*741	-
Stage 2	-	-	-	-	*957	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1284	-	-	-	*675	882
Mov Cap-2 Maneuver	-	-	-	-	*675	-
Stage 1	-	-	-	-	*732	-
Stage 2	-	-	-	-	*957	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1284	-	-	-	882
HCM Lane V/C Ratio	0.01	-	-	-	0.026
HCM Control Delay (s)	7.8	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	203	257	0	0	9
Future Vol, veh/h	4	203	257	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	221	279	0	0	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	279	0	-	0	398	140
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	119	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1295	-	-	-	*714	889
Stage 1	-	-	-	-	*749	-
Stage 2	-	-	-	-	*957	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1295	-	-	-	*711	889
Mov Cap-2 Maneuver	-	-	-	-	*711	-
Stage 1	-	-	-	-	*746	-
Stage 2	-	-	-	-	*957	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1295	-	-	-	889
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Control Delay (s)	7.8	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	189	231	0	0	26
Future Vol, veh/h	14	189	231	0	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	205	251	0	0	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	251	0	-	0	384	126
Stage 1	-	-	-	-	251	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1326	-	-	-	*730	907
Stage 1	-	-	-	-	*774	-
Stage 2	-	-	-	-	*957	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1326	-	-	-	*720	907
Mov Cap-2 Maneuver	-	-	-	-	*720	-
Stage 1	-	-	-	-	*764	-
Stage 2	-	-	-	-	*957	-

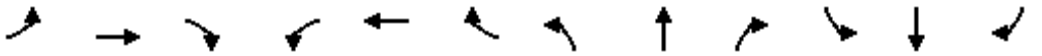
Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.1
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1326	-	-	-	907
HCM Lane V/C Ratio	0.011	-	-	-	0.031
HCM Control Delay (s)	7.7	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th Signalized Intersection Summary
1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	623	479	87	125	1593	246	101	75	98	252	231	887
Future Volume (veh/h)	623	479	87	125	1593	246	101	75	98	252	231	887
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	656	504	92	132	1677	259	106	79	103	265	243	934
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	814	2470	767	195	1556	483	165	607	271	280	440	747
Arrive On Green	0.23	0.48	0.48	0.02	0.10	0.10	0.09	0.17	0.17	0.15	0.23	0.23
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	3610	1610	1810	1900	3220
Grp Volume(v), veh/h	656	504	92	132	1677	259	106	79	103	265	243	934
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	1805	1610	1810	1900	1610
Q Serve(g_s), s	19.4	6.2	2.4	4.1	33.0	16.8	6.2	2.0	5.3	16.0	12.4	25.5
Cycle Q Clear(g_c), s	19.4	6.2	2.4	4.1	33.0	16.8	6.2	2.0	5.3	16.0	12.4	25.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	814	2470	767	195	1556	483	165	607	271	280	440	747
V/C Ratio(X)	0.81	0.20	0.12	0.68	1.08	0.54	0.64	0.13	0.38	0.95	0.55	1.25
Avail Cap(c_a), veh/h	814	2470	767	319	1556	483	165	607	271	280	440	747
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.47	0.47	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	16.7	7.6	53.0	49.6	42.3	48.3	38.9	29.1	46.1	37.2	42.2
Incr Delay (d2), s/veh	5.1	0.2	0.3	1.9	41.3	2.0	8.3	0.4	4.0	39.8	4.9	124.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	2.3	1.3	1.8	21.0	7.5	3.2	0.9	2.8	10.2	6.3	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	16.9	7.8	54.9	90.9	44.3	56.6	39.4	33.1	85.8	42.1	166.2
LnGrp LOS	D	B	A	D	F	D	E	D	C	F	D	F
Approach Vol, veh/h		1252			2068			288			1442	
Approach Delay, s/veh		30.9			82.8			43.5			130.5	
Approach LOS		C			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	56.4	14.0	29.5	29.5	37.0	21.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	48.5	10.0	25.5	25.5	33.0	17.0	18.5
Max Q Clear Time (g_c+I1), s	6.1	8.2	8.2	27.5	21.4	35.0	18.0	7.3
Green Ext Time (p_c), s	0.1	3.4	0.0	0.0	1.0	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	81.3
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	633	85	54	773	134	139	24	81	740	86	1267
Future Volume (veh/h)	207	633	85	54	773	134	139	24	81	740	86	1267
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	218	666	89	57	814	141	146	25	85	844	0	1334
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	670	1933	600	74	992	171	304	304	271	987	0	1493
Arrive On Green	0.13	0.25	0.25	0.04	0.22	0.22	0.17	0.17	0.17	0.27	0.00	0.27
Sat Flow, veh/h	3510	5187	1610	1810	4454	766	1810	1805	1610	3619	0	3220
Grp Volume(v), veh/h	218	666	89	57	631	324	146	25	85	844	0	1334
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1762	1810	1805	1610	1810	0	1610
Q Serve(g_s), s	6.2	11.6	4.7	3.4	19.1	19.3	8.0	1.3	5.1	24.3	0.0	20.7
Cycle Q Clear(g_c), s	6.2	11.6	4.7	3.4	19.1	19.3	8.0	1.3	5.1	24.3	0.0	20.7
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	670	1933	600	74	770	392	304	304	271	987	0	1493
V/C Ratio(X)	0.33	0.34	0.15	0.77	0.82	0.83	0.48	0.08	0.31	0.86	0.00	0.89
Avail Cap(c_a), veh/h	670	1933	600	165	770	392	304	304	271	987	0	1493
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.5	30.2	27.7	52.2	40.6	40.7	41.4	38.6	40.2	37.9	0.0	27.0
Incr Delay (d2), s/veh	0.3	0.4	0.5	15.3	9.5	17.8	5.3	0.5	3.0	9.4	0.0	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	4.8	1.8	1.8	8.6	9.8	4.0	0.6	2.2	11.9	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	30.7	28.1	67.5	50.1	58.5	46.7	39.1	43.2	47.3	0.0	35.6
LnGrp LOS	D	C	C	E	D	E	D	D	D	D	A	D
Approach Vol, veh/h		973			1012			256			2178	
Approach Delay, s/veh		32.9			53.8			44.8			40.1	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.5	45.0		34.0	25.0	28.5		22.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	35.5		30.0	21.0	24.5		18.5
Max Q Clear Time (g_c+I1), s	5.4	13.6		26.3	8.2	21.3		10.0
Green Ext Time (p_c), s	0.0	4.2		2.9	0.5	1.6		0.6

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	923	181	28	795	182	51	18	9	61	16	115
Future Volume (veh/h)	350	923	181	28	795	182	51	18	9	61	16	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	368	972	191	29	837	192	54	19	9	64	17	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	406	2332	1040	48	1893	432	293	266	126	132	50	207
Arrive On Green	0.22	0.65	0.65	0.03	0.45	0.45	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1810	3610	1610	1810	4222	962	1271	1219	577	406	230	950
Grp Volume(v), veh/h	368	972	191	29	684	345	54	0	28	202	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1727	1271	0	1796	1586	0	0
Q Serve(g_s), s	21.8	14.3	5.2	1.7	15.0	15.1	0.0	0.0	1.4	8.1	0.0	0.0
Cycle Q Clear(g_c), s	21.8	14.3	5.2	1.7	15.0	15.1	6.0	0.0	1.4	12.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.56	1.00		0.32	0.32		0.60
Lane Grp Cap(c), veh/h	406	2332	1040	48	1551	774	293	0	392	389	0	0
V/C Ratio(X)	0.91	0.42	0.18	0.60	0.44	0.44	0.18	0.00	0.07	0.52	0.00	0.00
Avail Cap(c_a), veh/h	625	2332	1040	165	1551	774	293	0	392	389	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.5	9.4	7.8	52.9	20.9	20.9	36.0	0.0	34.2	38.3	0.0	0.0
Incr Delay (d2), s/veh	11.9	0.6	0.4	11.3	0.9	1.8	1.4	0.0	0.4	4.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	4.7	1.6	0.9	5.7	5.9	1.3	0.0	0.6	5.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	10.0	8.2	64.3	21.8	22.8	37.4	0.0	34.5	43.2	0.0	0.0
LnGrp LOS	D	A	A	E	C	C	D	A	C	D	A	A
Approach Vol, veh/h		1531			1058			82			202	
Approach Delay, s/veh		20.2			23.3			36.4			43.2	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	75.1		28.0	28.7	53.3		28.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	64.0		24.0	38.0	36.0		24.0
Max Q Clear Time (g_c+I1), s	3.7	16.3		14.3	23.8	17.1		8.0
Green Ext Time (p_c), s	0.0	7.9		0.8	0.9	5.8		0.2

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	514	148	24	760	43	8
Future Volume (veh/h)	514	148	24	760	43	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	541	156	25	800	45	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2073	925	47	2326	483	429
Arrive On Green	0.57	0.57	0.03	0.64	0.27	0.27
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	541	156	25	800	45	8
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	6.8	4.1	1.2	9.1	1.7	0.3
Cycle Q Clear(g_c), s	6.8	4.1	1.2	9.1	1.7	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2073	925	47	2326	483	429
V/C Ratio(X)	0.26	0.17	0.54	0.34	0.09	0.02
Avail Cap(c_a), veh/h	2073	925	322	2326	483	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.81	0.81	1.00	1.00
Uniform Delay (d), s/veh	9.6	9.0	43.3	7.3	24.8	24.3
Incr Delay (d2), s/veh	0.3	0.4	7.5	0.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	1.2	0.6	2.6	0.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.9	9.4	50.8	7.6	25.2	24.4
LnGrp LOS	A	A	D	A	C	C
Approach Vol, veh/h	697			825	53	
Approach Delay, s/veh	9.8			8.9	25.1	
Approach LOS	A			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.3	55.7				62.0	28.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	16.0	38.0				58.0	24.0
Max Q Clear Time (g_c+I1), s	3.2	8.8				11.1	3.7
Green Ext Time (p_c), s	0.0	3.7				5.4	0.1

Intersection Summary		
HCM 6th Ctrl Delay	9.9	
HCM 6th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	0	19	152	0	81	60	638	200	173	1139	51
Future Volume (veh/h)	17	0	19	152	0	81	60	638	200	173	1139	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	0	20	160	0	85	63	672	211	182	1199	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	515	0	458	232	0	207	81	819	257	211	1319	59
Arrive On Green	0.28	0.00	0.28	0.13	0.00	0.13	0.04	0.30	0.30	0.12	0.37	0.37
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	2704	849	1810	3518	158
Grp Volume(v), veh/h	18	0	20	160	0	85	63	449	434	182	615	638
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1747	1810	1805	1871
Q Serve(g_s), s	0.9	0.0	1.1	10.1	0.0	5.8	4.1	27.7	27.7	11.9	38.8	38.8
Cycle Q Clear(g_c), s	0.9	0.0	1.1	10.1	0.0	5.8	4.1	27.7	27.7	11.9	38.8	38.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.49	1.00		0.08
Lane Grp Cap(c), veh/h	515	0	458	232	0	207	81	547	529	211	677	701
V/C Ratio(X)	0.03	0.00	0.04	0.69	0.00	0.41	0.78	0.82	0.82	0.86	0.91	0.91
Avail Cap(c_a), veh/h	515	0	458	232	0	207	106	624	604	241	730	756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.0	0.0	31.1	50.0	0.0	48.1	56.7	38.8	38.8	52.0	35.6	35.6
Incr Delay (d2), s/veh	0.1	0.0	0.2	15.5	0.0	6.0	22.9	7.7	7.9	27.1	14.7	14.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.4	5.5	0.0	2.6	2.3	12.6	12.3	6.7	18.5	19.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.2	0.0	31.3	65.5	0.0	54.1	79.6	46.5	46.8	79.1	50.3	50.0
LnGrp LOS	C	A	C	E	A	D	E	D	D	E	D	D
Approach Vol, veh/h		38			245			946			1435	
Approach Delay, s/veh		31.2			61.5			48.8			53.8	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	38.1	18.0	42.8	21.0	9.4	51.5
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	29.0	16.0	* 42	15.4	7.0	48.5
Max Q Clear Time (g_c+I1), s	3.1	13.9	29.7	12.1	6.1	40.8
Green Ext Time (p_c), s	0.2	0.2	3.8	0.3	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	52.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	174.7

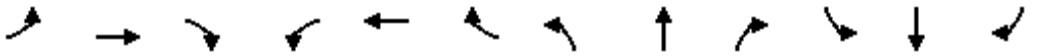
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	167	145	108	1043	1605	129
Future Vol, veh/h	167	145	108	1043	1605	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	176	153	114	1098	1689	136

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2534	913	1825	0	-	0
Stage 1	1757	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*~ 28	*424	*636	-	-	-
Stage 1	*400	-	-	-	-	-
Stage 2	*419	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*~ 23	*424	*636	-	-	-
Mov Cap-2 Maneuver	*~ 23	-	-	-	-	-
Stage 1	*328	-	-	-	-	-
Stage 2	*419	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	1786.2	1.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	* 636	-	23	424	-	-
HCM Lane V/C Ratio	0.179	-	7.643	0.36	-	-
HCM Control Delay (s)	11.9	-	$ 3321.3	18.2	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.6	-	22.1	1.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	229	177	110	359	382	73	306	750	50	74	842	242
Future Volume (veh/h)	229	177	110	359	382	73	306	750	50	74	842	242
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	186	116	378	402	77	322	789	0	78	886	255
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	293	958	427	458	946	180	371	1098		234	958	427
Arrive On Green	0.03	0.09	0.09	0.13	0.31	0.31	0.11	0.30	0.00	0.07	0.27	0.27
Sat Flow, veh/h	3510	3610	1610	3510	3027	575	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	241	186	116	378	238	241	322	789	0	78	886	255
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1797	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	6.1	4.3	6.1	9.4	9.4	9.6	8.1	17.5	0.0	1.9	21.5	12.4
Cycle Q Clear(g_c), s	6.1	4.3	6.1	9.4	9.4	9.6	8.1	17.5	0.0	1.9	21.5	12.4
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	958	427	458	564	561	371	1098		234	958	427
V/C Ratio(X)	0.82	0.19	0.27	0.83	0.42	0.43	0.87	0.72		0.33	0.93	0.60
Avail Cap(c_a), veh/h	293	958	427	608	564	561	371	1103		234	963	429
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.98	0.98	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	32.1	32.9	38.1	24.5	24.6	39.6	27.9	0.0	40.1	32.2	28.9
Incr Delay (d2), s/veh	15.9	0.4	1.5	5.3	2.3	2.4	18.6	2.5	0.0	3.8	14.5	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	1.8	2.5	4.1	4.0	4.0	4.2	7.2	0.0	0.9	10.5	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.0	32.6	34.5	43.4	26.8	26.9	58.2	30.4	0.0	43.9	46.7	31.6
LnGrp LOS	E	C	C	D	C	C	E	C		D	D	C
Approach Vol, veh/h		543			857			1111	A		1219	
Approach Delay, s/veh		44.7			34.2			38.4			43.3	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	29.9	14.0	29.9	12.0	34.1	10.5	33.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	15.6	19.9	9.5	24.0	7.5	28.0	6.0	27.5
Max Q Clear Time (g_c+I1), s	11.4	8.1	10.1	23.5	8.1	11.6	3.9	19.5
Green Ext Time (p_c), s	0.3	1.2	0.0	0.4	0.0	2.6	0.0	3.7

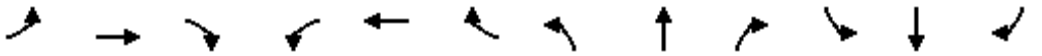
Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1214	1465	145	242	1389	545	167	323	423	142	324	622
Future Volume (veh/h)	1214	1465	145	242	1389	545	167	323	423	142	324	622
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1278	1542	153	255	1462	574	176	340	445	149	341	655
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1149	2621	814	316	1391	432	165	607	271	165	320	542
Arrive On Green	0.33	0.51	0.51	0.18	0.54	0.54	0.09	0.17	0.17	0.09	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	3610	1610	1810	1900	3220
Grp Volume(v), veh/h	1278	1542	153	255	1462	574	176	340	445	149	341	655
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	1805	1610	1810	1900	1610
Q Serve(g_s), s	36.0	23.0	5.7	7.7	29.5	29.5	10.0	9.5	18.5	9.0	18.5	18.5
Cycle Q Clear(g_c), s	36.0	23.0	5.7	7.7	29.5	29.5	10.0	9.5	18.5	9.0	18.5	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1149	2621	814	316	1391	432	165	607	271	165	320	542
V/C Ratio(X)	1.11	0.59	0.19	0.81	1.05	1.33	1.07	0.56	1.64	0.91	1.07	1.21
Avail Cap(c_a), veh/h	1149	2621	814	415	1391	432	165	607	271	165	320	542
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.17	0.17	0.17	0.29	0.29	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	19.2	14.9	44.2	25.5	25.5	50.0	42.0	45.8	49.5	45.8	45.8
Incr Delay (d2), s/veh	53.1	0.2	0.1	2.6	29.1	152.9	90.0	3.7	305.6	44.0	69.3	110.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	22.6	8.2	2.1	3.0	10.2	26.1	8.6	4.5	30.3	6.0	14.8	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.1	19.3	15.0	46.8	54.6	178.4	140.0	45.7	351.3	93.5	115.0	156.3
LnGrp LOS	F	B	B	D	F	F	F	D	F	F	F	F
Approach Vol, veh/h		2973			2291			961			1145	
Approach Delay, s/veh		49.5			84.7			204.5			135.9	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	59.6	14.0	22.5	40.0	33.5	14.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	52.5	10.0	18.5	36.0	29.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	9.7	25.0	12.0	20.5	38.0	31.5	11.0	20.5
Green Ext Time (p_c), s	0.3	12.3	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	94.1
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	976	1040	118	82	1140	270	132	80	63	277	79	998
Future Volume (veh/h)	976	1040	118	82	1140	270	132	80	63	277	79	998
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1027	1095	124	86	1200	284	139	84	66	188	229	1051
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1374	3082	957	110	1104	261	304	338	242	304	320	1802
Arrive On Green	0.65	0.99	0.99	0.06	0.26	0.26	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	1810	4188	991	1810	2007	1439	1810	1900	3220
Grp Volume(v), veh/h	1027	1095	124	86	991	493	139	75	75	188	229	1051
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1722	1810	1805	1641	1810	1900	1610
Q Serve(g_s), s	21.8	0.3	0.1	5.2	29.0	29.0	7.6	4.0	4.4	10.6	12.5	0.0
Cycle Q Clear(g_c), s	21.8	0.3	0.1	5.2	29.0	29.0	7.6	4.0	4.4	10.6	12.5	0.0
Prop In Lane	1.00		1.00	1.00		0.58	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	1374	3082	957	110	912	454	304	304	276	304	320	1802
V/C Ratio(X)	0.75	0.36	0.13	0.78	1.09	1.09	0.46	0.25	0.27	0.62	0.72	0.58
Avail Cap(c_a), veh/h	1374	3082	957	181	912	454	304	304	276	304	320	1802
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	0.2	0.2	50.9	40.5	40.5	41.2	39.7	39.9	42.5	43.3	15.8
Incr Delay (d2), s/veh	1.5	0.2	0.2	11.4	56.2	67.7	4.9	1.9	2.4	9.1	12.9	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.1	0.1	2.6	18.6	19.9	3.8	1.9	2.0	5.5	7.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	0.4	0.4	62.3	96.7	108.2	46.1	41.6	42.3	51.5	56.2	17.2
LnGrp LOS	B	A	A	E	F	F	D	D	D	D	E	B
Approach Vol, veh/h		2246			1570			289			1468	
Approach Delay, s/veh		7.9			98.4			44.0			27.7	
Approach LOS		A			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	71.9		22.5	49.5	33.0		22.5
Change Period (Y+Rc), s	4.0	6.5		4.0	6.5	* 4		4.0
Max Green Setting (Gmax), s	11.3	43.5		18.5	28.0	* 29		18.5
Max Q Clear Time (g_c+I1), s	7.2	2.3		14.5	23.8	31.0		9.6
Green Ext Time (p_c), s	0.0	8.7		2.5	1.7	0.0		0.8

Intersection Summary	
HCM 6th Ctrl Delay	40.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1274	41	2	1170	106	115	22	8	176	17	207
Future Volume (veh/h)	65	1274	41	2	1170	106	115	22	8	176	17	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	1341	43	2	1232	112	121	23	8	185	18	218
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1959	874	5	2404	218	387	465	162	270	29	271
Arrive On Green	0.05	0.54	0.54	0.00	0.50	0.50	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	1810	3610	1610	1810	4839	440	1162	1347	469	646	84	784
Grp Volume(v), veh/h	68	1341	43	2	880	464	121	0	31	421	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1821	1162	0	1816	1513	0	0
Q Serve(g_s), s	4.1	29.7	1.4	0.1	18.9	18.9	0.0	0.0	1.3	26.6	0.0	0.0
Cycle Q Clear(g_c), s	4.1	29.7	1.4	0.1	18.9	18.9	12.0	0.0	1.3	27.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.26	0.44		0.52
Lane Grp Cap(c), veh/h	88	1959	874	5	1718	905	387	0	627	570	0	0
V/C Ratio(X)	0.77	0.68	0.05	0.41	0.51	0.51	0.31	0.00	0.05	0.74	0.00	0.00
Avail Cap(c_a), veh/h	165	1959	874	165	1718	905	387	0	627	570	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.7	18.3	11.8	54.8	18.7	18.7	27.5	0.0	24.0	32.7	0.0	0.0
Incr Delay (d2), s/veh	13.2	2.0	0.1	47.1	1.1	2.1	2.1	0.0	0.1	8.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	11.2	0.5	0.1	7.0	7.6	2.7	0.0	0.6	11.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	20.3	11.9	101.9	19.8	20.8	29.6	0.0	24.1	41.1	0.0	0.0
LnGrp LOS	E	C	B	F	B	C	C	A	C	D	A	A
Approach Vol, veh/h		1452			1346			152			421	
Approach Delay, s/veh		22.1			20.2			28.5			41.1	
Approach LOS		C			C			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.3	63.7		42.0	9.4	58.6		42.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	50.0		38.0	10.0	50.0		38.0
Max Q Clear Time (g_c+I1), s	2.1	31.7		29.8	6.1	20.9		14.0
Green Ext Time (p_c), s	0.0	8.5		1.8	0.0	9.2		0.6

Intersection Summary	
HCM 6th Ctrl Delay	24.0
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1165	33	2	910	112	7
Future Volume (veh/h)	1165	33	2	910	112	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1226	35	2	958	118	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2277	1015	5	2447	422	376
Arrive On Green	0.63	0.63	0.00	0.68	0.23	0.23
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1226	35	2	958	118	7
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	17.1	0.7	0.1	10.5	4.8	0.3
Cycle Q Clear(g_c), s	17.1	0.7	0.1	10.5	4.8	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2277	1015	5	2447	422	376
V/C Ratio(X)	0.54	0.03	0.41	0.39	0.28	0.02
Avail Cap(c_a), veh/h	2277	1015	201	2447	422	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.78	0.78	1.00	1.00
Uniform Delay (d), s/veh	9.3	6.3	44.8	6.4	28.3	26.6
Incr Delay (d2), s/veh	0.9	0.1	37.4	0.4	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	0.2	0.1	2.8	2.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.2	6.3	82.2	6.7	29.9	26.7
LnGrp LOS	B	A	F	A	C	C
Approach Vol, veh/h	1261			960	125	
Approach Delay, s/veh	10.1			6.9	29.8	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	14.2	60.8				65.0	25.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	10.0	47.0				61.0	21.0
Max Q Clear Time (g_c+I1), s	12.1	19.1				12.5	6.8
Green Ext Time (p_c), s	0.0	9.1				6.9	0.3

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	0	71	128	0	214	28	1326	87	146	778	26
Future Volume (veh/h)	62	0	71	128	0	214	28	1326	87	146	778	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	0	75	135	0	225	29	1396	92	154	819	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	392	0	349	191	0	170	44	1497	98	178	1818	60
Arrive On Green	0.22	0.00	0.22	0.11	0.00	0.11	0.02	0.44	0.44	0.10	0.51	0.51
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3438	226	1810	3566	118
Grp Volume(v), veh/h	65	0	75	135	0	225	29	731	757	154	414	432
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1859	1810	1805	1879
Q Serve(g_s), s	4.1	0.0	5.4	10.1	0.0	14.8	2.2	53.8	54.3	11.7	20.5	20.5
Cycle Q Clear(g_c), s	4.1	0.0	5.4	10.1	0.0	14.8	2.2	53.8	54.3	11.7	20.5	20.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.12	1.00		0.06
Lane Grp Cap(c), veh/h	392	0	349	191	0	170	44	786	810	178	920	958
V/C Ratio(X)	0.17	0.00	0.21	0.71	0.00	1.32	0.66	0.93	0.94	0.86	0.45	0.45
Avail Cap(c_a), veh/h	392	0	349	191	0	170	78	819	843	194	920	958
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	0.0	45.1	60.5	0.0	62.6	67.7	37.5	37.6	62.2	21.8	21.8
Incr Delay (d2), s/veh	0.9	0.0	1.4	19.7	0.0	179.8	15.9	16.5	17.0	32.5	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	2.2	5.6	0.0	14.4	1.2	25.7	26.8	6.8	8.2	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	0.0	46.5	80.1	0.0	242.4	83.6	54.0	54.7	94.7	22.2	22.2
LnGrp LOS	D	A	D	F	A	F	F	D	D	F	C	C
Approach Vol, veh/h		140			360			1517			1000	
Approach Delay, s/veh		46.0			181.6			54.9			33.3	
Approach LOS		D			F			D			C	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	34.3	17.8	67.5	20.4	7.4	77.9
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	28.6	15.0	* 64	14.8	6.0	70.5
Max Q Clear Time (g_c+I1), s	7.4	13.7	56.3	16.8	4.2	22.5
Green Ext Time (p_c), s	1.0	0.1	4.7	0.0	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	62.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	67.5

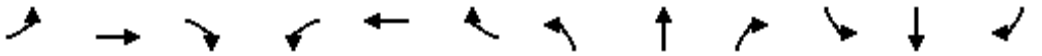
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	234	249	41	1431	1075	108
Future Vol, veh/h	234	249	41	1431	1075	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	241	257	42	1475	1108	111

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1986	610	1219	0	-	0
Stage 1	1164	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*~ 92	*650	965	-	-	-
Stage 1	*613	-	-	-	-	-
Stage 2	*397	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*~ 88	*650	965	-	-	-
Mov Cap-2 Maneuver	*~ 88	-	-	-	-	-
Stage 1	*586	-	-	-	-	-
Stage 2	*397	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 438.1	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	965	-	88	650	-	-
HCM Lane V/C Ratio	0.044	-	2.741	0.395	-	-
HCM Control Delay (s)	8.9	-	$ 889.3	14.1	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	23.1	1.9	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	818	370	236	377	96	305	912	124	191	716	341
Future Volume (veh/h)	265	818	370	236	377	96	305	912	124	191	716	341
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	279	861	389	248	397	101	321	960	0	201	754	359
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	332	1143	510	321	896	226	371	1034		254	913	407
Arrive On Green	0.03	0.10	0.10	0.09	0.31	0.31	0.11	0.29	0.00	0.07	0.25	0.25
Sat Flow, veh/h	3510	3610	1610	3510	2856	719	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	279	861	389	248	249	249	321	960	0	201	754	359
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1771	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	7.1	20.9	21.2	6.2	9.9	10.1	8.1	23.3	0.0	5.1	17.7	19.3
Cycle Q Clear(g_c), s	7.1	20.9	21.2	6.2	9.9	10.1	8.1	23.3	0.0	5.1	17.7	19.3
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	1143	510	321	566	555	371	1034		254	913	407
V/C Ratio(X)	0.84	0.75	0.76	0.77	0.44	0.45	0.87	0.93		0.79	0.83	0.88
Avail Cap(c_a), veh/h	332	1143	510	347	566	555	371	1043		254	923	411
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	36.9	37.0	40.0	24.6	24.7	39.6	31.2	0.0	41.1	31.7	32.3
Incr Delay (d2), s/veh	14.4	3.9	8.9	8.3	2.5	2.6	18.2	14.0	0.0	22.0	6.4	19.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	10.5	10.2	2.9	4.2	4.2	4.2	11.1	0.0	2.8	7.9	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.4	40.8	45.9	48.3	27.1	27.3	57.8	45.3	0.0	63.1	38.2	52.0
LnGrp LOS	E	D	D	D	C	C	E	D		E	D	D
Approach Vol, veh/h		1529			746			1281	A		1314	
Approach Delay, s/veh		45.1			34.2			48.4			45.8	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	34.5	14.0	28.8	13.0	34.2	11.0	31.8
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	8.9	27.6	9.5	23.0	8.5	28.0	6.5	26.0
Max Q Clear Time (g_c+I1), s	8.2	23.2	10.1	21.3	9.1	12.1	7.1	25.3
Green Ext Time (p_c), s	0.0	2.8	0.0	1.2	0.0	2.7	0.0	0.5

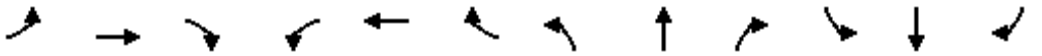
Intersection Summary	
HCM 6th Ctrl Delay	44.5
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
1: 4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	623	482	87	125	1594	254	101	75	98	252	231	887
Future Volume (veh/h)	623	482	87	125	1594	254	101	75	98	252	231	887
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	656	507	92	132	1678	267	106	79	103	265	243	934
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	814	2470	767	195	1556	483	165	607	271	280	440	747
Arrive On Green	0.23	0.48	0.48	0.02	0.10	0.10	0.09	0.17	0.17	0.15	0.23	0.23
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	3610	1610	1810	1900	3220
Grp Volume(v), veh/h	656	507	92	132	1678	267	106	79	103	265	243	934
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	1805	1610	1810	1900	1610
Q Serve(g_s), s	19.4	6.2	2.4	4.1	33.0	17.4	6.2	2.0	5.3	16.0	12.4	25.5
Cycle Q Clear(g_c), s	19.4	6.2	2.4	4.1	33.0	17.4	6.2	2.0	5.3	16.0	12.4	25.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	814	2470	767	195	1556	483	165	607	271	280	440	747
V/C Ratio(X)	0.81	0.21	0.12	0.68	1.08	0.55	0.64	0.13	0.38	0.95	0.55	1.25
Avail Cap(c_a), veh/h	814	2470	767	319	1556	483	165	607	271	280	440	747
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.46	0.46	0.46	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	16.7	7.6	53.0	49.6	42.5	48.3	38.9	29.1	46.1	37.2	42.2
Incr Delay (d2), s/veh	6.0	0.2	0.3	1.9	41.5	2.1	8.3	0.4	4.0	39.8	4.9	124.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	2.3	1.3	1.8	21.0	7.8	3.2	0.9	2.8	10.2	6.3	22.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	16.9	7.9	54.9	91.0	44.6	56.6	39.4	33.1	85.8	42.1	166.2
LnGrp LOS	D	B	A	D	F	D	E	D	C	F	D	F
Approach Vol, veh/h		1255			2077			288			1442	
Approach Delay, s/veh		31.4			82.8			43.5			130.5	
Approach LOS		C			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	56.4	14.0	29.5	29.5	37.0	21.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	48.5	10.0	25.5	25.5	33.0	17.0	18.5
Max Q Clear Time (g_c+I1), s	6.1	8.2	8.2	27.5	21.4	35.0	18.0	7.3
Green Ext Time (p_c), s	0.1	3.5	0.0	0.0	1.0	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	81.4
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	207	636	85	54	783	134	139	24	81	771	86	1267
Future Volume (veh/h)	207	636	85	54	783	134	139	24	81	771	86	1267
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	218	669	89	57	824	141	146	25	85	877	0	1334
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	606	1839	571	74	994	169	304	304	271	1053	0	1493
Arrive On Green	0.12	0.24	0.24	0.04	0.22	0.22	0.17	0.17	0.17	0.29	0.00	0.29
Sat Flow, veh/h	3510	5187	1610	1810	4463	759	1810	1805	1610	3619	0	3220
Grp Volume(v), veh/h	218	669	89	57	637	328	146	25	85	877	0	1334
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1763	1810	1805	1610	1810	0	1610
Q Serve(g_s), s	6.3	11.8	4.8	3.4	19.3	19.5	8.0	1.3	5.1	24.9	0.0	22.7
Cycle Q Clear(g_c), s	6.3	11.8	4.8	3.4	19.3	19.5	8.0	1.3	5.1	24.9	0.0	22.7
Prop In Lane	1.00		1.00	1.00		0.43	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	606	1839	571	74	770	393	304	304	271	1053	0	1493
V/C Ratio(X)	0.36	0.36	0.16	0.77	0.83	0.83	0.48	0.08	0.31	0.83	0.00	0.89
Avail Cap(c_a), veh/h	606	1839	571	165	770	393	304	304	271	1053	0	1493
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.0	31.6	28.9	52.2	40.7	40.8	41.4	38.6	40.2	36.5	0.0	27.0
Incr Delay (d2), s/veh	0.3	0.5	0.5	15.3	9.9	18.5	5.3	0.5	3.0	7.7	0.0	8.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	5.0	1.9	1.8	8.8	10.0	4.0	0.6	2.2	12.0	0.0	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.3	32.1	29.4	67.5	50.7	59.3	46.7	39.1	43.2	44.2	0.0	35.6
LnGrp LOS	D	C	C	E	D	E	D	D	D	D	A	D
Approach Vol, veh/h		976			1022			256			2211	
Approach Delay, s/veh		34.4			54.4			44.8			39.0	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	8.5	43.0		36.0	23.0	28.5		22.5
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	33.5		32.0	19.0	24.5		18.5
Max Q Clear Time (g_c+I1), s	5.4	13.8		26.9	8.3	21.5		10.0
Green Ext Time (p_c), s	0.0	4.1		3.9	0.5	1.6		0.6

Intersection Summary	
HCM 6th Ctrl Delay	41.8
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	350	958	181	28	805	182	51	18	9	61	16	115
Future Volume (veh/h)	350	958	181	28	805	182	51	18	9	61	16	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	368	1008	191	29	847	192	54	19	9	64	17	121
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	406	2332	1040	48	1898	428	293	266	126	132	50	207
Arrive On Green	0.22	0.65	0.65	0.03	0.45	0.45	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1810	3610	1610	1810	4233	954	1271	1219	577	406	230	950
Grp Volume(v), veh/h	368	1008	191	29	691	348	54	0	28	202	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1728	1271	0	1796	1586	0	0
Q Serve(g_s), s	21.8	15.1	5.2	1.7	15.2	15.3	0.0	0.0	1.4	8.1	0.0	0.0
Cycle Q Clear(g_c), s	21.8	15.1	5.2	1.7	15.2	15.3	6.0	0.0	1.4	12.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.55	1.00		0.32	0.32		0.60
Lane Grp Cap(c), veh/h	406	2332	1040	48	1551	775	293	0	392	389	0	0
V/C Ratio(X)	0.91	0.43	0.18	0.60	0.45	0.45	0.18	0.00	0.07	0.52	0.00	0.00
Avail Cap(c_a), veh/h	625	2332	1040	165	1551	775	293	0	392	389	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.5	9.6	7.8	52.9	20.9	21.0	36.0	0.0	34.2	38.3	0.0	0.0
Incr Delay (d2), s/veh	11.9	0.6	0.4	11.3	0.9	1.9	1.4	0.0	0.4	4.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.5	4.9	1.6	0.9	5.7	6.0	1.3	0.0	0.6	5.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.5	10.1	8.2	64.3	21.8	22.8	37.4	0.0	34.5	43.2	0.0	0.0
LnGrp LOS	D	B	A	E	C	C	D	A	C	D	A	A
Approach Vol, veh/h		1567			1068			82			202	
Approach Delay, s/veh		20.1			23.3			36.4			43.2	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.9	75.1		28.0	28.7	53.3		28.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	64.0		24.0	38.0	36.0		24.0
Max Q Clear Time (g_c+I1), s	3.7	17.1		14.3	23.8	17.3		8.0
Green Ext Time (p_c), s	0.0	8.3		0.8	0.9	5.8		0.2

Intersection Summary	
HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	549	148	24	770	43	8
Future Volume (veh/h)	549	148	24	770	43	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	578	156	25	811	45	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2073	925	47	2326	483	429
Arrive On Green	0.57	0.57	0.03	0.64	0.27	0.27
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	578	156	25	811	45	8
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	7.3	4.1	1.2	9.3	1.7	0.3
Cycle Q Clear(g_c), s	7.3	4.1	1.2	9.3	1.7	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2073	925	47	2326	483	429
V/C Ratio(X)	0.28	0.17	0.54	0.35	0.09	0.02
Avail Cap(c_a), veh/h	2073	925	322	2326	483	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.80	0.80	1.00	1.00
Uniform Delay (d), s/veh	9.7	9.0	43.3	7.3	24.8	24.3
Incr Delay (d2), s/veh	0.3	0.4	7.4	0.3	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.2	0.6	2.6	0.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.1	9.4	50.7	7.7	25.2	24.4
LnGrp LOS	B	A	D	A	C	C
Approach Vol, veh/h	734			836	53	
Approach Delay, s/veh	9.9			9.0	25.1	
Approach LOS	A			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	6.3	55.7				62.0	28.0
Change Period (Y+Rc), s	4.0	4.0				4.0	4.0
Max Green Setting (Gmax), s	16.0	38.0				58.0	24.0
Max Q Clear Time (g_c+I1), s	3.2	9.3				11.3	3.7
Green Ext Time (p_c), s	0.0	4.0				5.5	0.1

Intersection Summary		
HCM 6th Ctrl Delay	9.9	
HCM 6th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	0	19	169	0	90	60	638	263	200	1139	51
Future Volume (veh/h)	17	0	19	169	0	90	60	638	263	200	1139	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	0	20	178	0	95	63	672	277	211	1199	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	451	0	401	277	0	247	81	740	305	241	1354	61
Arrive On Green	0.25	0.00	0.25	0.15	0.00	0.15	0.04	0.30	0.30	0.13	0.38	0.38
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	2493	1027	1810	3518	158
Grp Volume(v), veh/h	18	0	20	178	0	95	63	487	462	211	615	638
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1715	1810	1805	1871
Q Serve(g_s), s	0.9	0.0	1.1	11.1	0.0	6.4	4.1	31.1	31.2	13.7	38.1	38.2
Cycle Q Clear(g_c), s	0.9	0.0	1.1	11.1	0.0	6.4	4.1	31.1	31.2	13.7	38.1	38.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.60	1.00		0.08
Lane Grp Cap(c), veh/h	451	0	401	277	0	247	81	536	509	241	695	720
V/C Ratio(X)	0.04	0.00	0.05	0.64	0.00	0.38	0.78	0.91	0.91	0.88	0.88	0.89
Avail Cap(c_a), veh/h	451	0	401	277	0	247	106	579	550	271	714	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	0.0	34.2	47.7	0.0	45.7	56.7	40.6	40.6	51.0	34.4	34.4
Incr Delay (d2), s/veh	0.2	0.0	0.2	10.9	0.0	4.5	22.9	17.5	18.3	27.0	12.5	12.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	5.7	0.0	2.8	2.3	15.6	14.9	7.8	17.8	18.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	34.5	58.6	0.0	50.2	79.6	58.2	58.9	78.1	46.9	46.7
LnGrp LOS	C	A	C	E	A	D	E	E	E	E	D	D
Approach Vol, veh/h		38			273			1012			1464	
Approach Delay, s/veh		34.4			55.7			59.8			51.3	
Approach LOS		C			E			E			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	33.9	20.0	42.1	24.0	9.4	52.7
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	27.0	18.0	* 39	18.4	7.0	47.5
Max Q Clear Time (g_c+I1), s	3.1	15.7	33.2	13.1	6.1	40.2
Green Ext Time (p_c), s	0.2	0.3	2.5	0.5	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	213.2

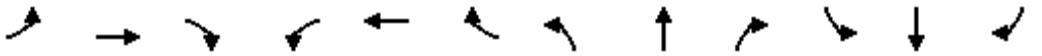
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	168	145	108	1104	1622	129
Future Vol, veh/h	168	145	108	1104	1622	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	177	153	114	1162	1707	136

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2584	922	1843	0	-	0
Stage 1	1775	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*~ 23	*424	622	-	-	-
Stage 1	*400	-	-	-	-	-
Stage 2	*403	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*~ 19	*424	622	-	-	-
Mov Cap-2 Maneuver	*~ 19	-	-	-	-	-
Stage 1	*327	-	-	-	-	-
Stage 2	*403	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, $	2227.5	1.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	622	-	19	424	-	-
HCM Lane V/C Ratio	0.183	-	9.307	0.36	-	-
HCM Control Delay (s)	12.1	-	$ 4134.3	18.2	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.7	-	22.7	1.6	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	264	177	110	359	382	75	306	774	50	74	849	252
Future Volume (veh/h)	264	177	110	359	382	75	306	774	50	74	849	252
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	278	186	116	378	402	79	322	815	0	78	894	265
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	332	955	426	458	906	176	371	1101		234	960	428
Arrive On Green	0.03	0.09	0.09	0.13	0.30	0.30	0.11	0.30	0.00	0.07	0.27	0.27
Sat Flow, veh/h	3510	3610	1610	3510	3012	587	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	278	186	116	378	239	242	322	815	0	78	894	265
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1794	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	7.1	4.3	6.1	9.4	9.6	9.8	8.1	18.2	0.0	1.9	21.7	13.0
Cycle Q Clear(g_c), s	7.1	4.3	6.1	9.4	9.6	9.8	8.1	18.2	0.0	1.9	21.7	13.0
Prop In Lane	1.00		1.00	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	955	426	458	543	540	371	1101		234	960	428
V/C Ratio(X)	0.84	0.19	0.27	0.83	0.44	0.45	0.87	0.74		0.33	0.93	0.62
Avail Cap(c_a), veh/h	332	955	426	608	543	540	371	1103		234	963	429
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	32.2	33.0	38.1	25.4	25.4	39.6	28.1	0.0	40.1	32.2	29.0
Incr Delay (d2), s/veh	15.8	0.4	1.5	5.3	2.6	2.7	18.6	2.9	0.0	3.8	15.3	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	1.8	2.4	4.1	4.1	4.2	4.2	7.5	0.0	0.9	10.7	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	32.6	34.5	43.4	28.0	28.1	58.2	31.0	0.0	43.9	47.5	32.2
LnGrp LOS	E	C	C	D	C	C	E	C		D	D	C
Approach Vol, veh/h		580			859			1137	A		1237	
Approach Delay, s/veh		45.5			34.8			38.7			44.0	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.2	29.8	14.0	29.9	13.0	33.1	10.5	33.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	15.6	19.9	9.5	24.0	8.5	27.0	6.0	27.5
Max Q Clear Time (g_c+I1), s	11.4	8.1	10.1	23.7	9.1	11.8	3.9	20.2
Green Ext Time (p_c), s	0.3	1.2	0.0	0.2	0.0	2.5	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	445	254	0	0	5
Future Vol, veh/h	20	445	254	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	468	267	0	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	267	0	-	0	543	134
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	276	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1308	-	-	-	*753	897
Stage 1	-	-	-	-	*760	-
Stage 2	-	-	-	-	*872	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1308	-	-	-	*736	897
Mov Cap-2 Maneuver	-	-	-	-	*736	-
Stage 1	-	-	-	-	*743	-
Stage 2	-	-	-	-	*872	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1308	-	-	-	897
HCM Lane V/C Ratio	0.016	-	-	-	0.006
HCM Control Delay (s)	7.8	0.1	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	425	249	0	0	5
Future Vol, veh/h	20	425	249	0	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	21	447	262	0	0	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	262	0	-	0	528	131
Stage 1	-	-	-	-	262	-
Stage 2	-	-	-	-	266	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1314	-	-	-	*772	901
Stage 1	-	-	-	-	*764	-
Stage 2	-	-	-	-	*872	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1314	-	-	-	*756	901
Mov Cap-2 Maneuver	-	-	-	-	*756	-
Stage 1	-	-	-	-	*748	-
Stage 2	-	-	-	-	*872	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1314	-	-	-	901
HCM Lane V/C Ratio	0.016	-	-	-	0.006
HCM Control Delay (s)	7.8	0.1	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	405	243	0	0	6
Future Vol, veh/h	21	405	243	0	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	22	426	256	0	0	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	256	0	-	0	513	128
Stage 1	-	-	-	-	256	-
Stage 2	-	-	-	-	257	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1321	-	-	-	*792	905
Stage 1	-	-	-	-	*769	-
Stage 2	-	-	-	-	*872	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1321	-	-	-	*774	905
Mov Cap-2 Maneuver	-	-	-	-	*774	-
Stage 1	-	-	-	-	*752	-
Stage 2	-	-	-	-	*872	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1321	-	-	-	905
HCM Lane V/C Ratio	0.017	-	-	-	0.007
HCM Control Delay (s)	7.8	0.1	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	398	240	0	0	2
Future Vol, veh/h	8	398	240	0	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	419	253	0	0	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	253	0	-	0	479	127
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	226	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1324	-	-	-	*838	906
Stage 1	-	-	-	-	*772	-
Stage 2	-	-	-	-	*872	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1324	-	-	-	*831	906
Mov Cap-2 Maneuver	-	-	-	-	*831	-
Stage 1	-	-	-	-	*766	-
Stage 2	-	-	-	-	*872	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1324	-	-	-	906
HCM Lane V/C Ratio	0.006	-	-	-	0.002
HCM Control Delay (s)	7.7	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	373	233	0	0	7
Future Vol, veh/h	25	373	233	0	0	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	26	393	245	0	0	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	245	0	-	0	494	123
Stage 1	-	-	-	-	245	-
Stage 2	-	-	-	-	249	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1333	-	-	-	*749	911
Stage 1	-	-	-	-	*779	-
Stage 2	-	-	-	-	*896	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1333	-	-	-	*730	911
Mov Cap-2 Maneuver	-	-	-	-	*730	-
Stage 1	-	-	-	-	*760	-
Stage 2	-	-	-	-	*896	-

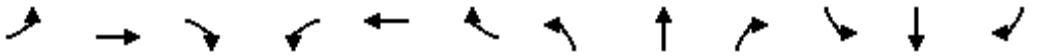
Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1333	-	-	-	911
HCM Lane V/C Ratio	0.02	-	-	-	0.008
HCM Control Delay (s)	7.8	0.1	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th Signalized Intersection Summary
1: 4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1214	1467	145	242	1392	575	167	323	423	142	324	622
Future Volume (veh/h)	1214	1467	145	242	1392	575	167	323	423	142	324	622
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1278	1544	153	255	1465	605	176	340	445	149	341	655
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1149	2621	814	316	1391	432	165	607	271	165	320	542
Arrive On Green	0.33	0.51	0.51	0.18	0.54	0.54	0.09	0.17	0.17	0.09	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	3610	1610	1810	1900	3220
Grp Volume(v), veh/h	1278	1544	153	255	1465	605	176	340	445	149	341	655
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	1805	1610	1810	1900	1610
Q Serve(g_s), s	36.0	23.1	5.7	7.7	29.5	29.5	10.0	9.5	18.5	9.0	18.5	18.5
Cycle Q Clear(g_c), s	36.0	23.1	5.7	7.7	29.5	29.5	10.0	9.5	18.5	9.0	18.5	18.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1149	2621	814	316	1391	432	165	607	271	165	320	542
V/C Ratio(X)	1.11	0.59	0.19	0.81	1.05	1.40	1.07	0.56	1.64	0.91	1.07	1.21
Avail Cap(c_a), veh/h	1149	2621	814	415	1391	432	165	607	271	165	320	542
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.29	0.29	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.0	19.2	14.9	44.2	25.5	25.5	50.0	42.0	45.8	49.5	45.8	45.8
Incr Delay (d2), s/veh	63.0	1.0	0.5	2.6	29.9	184.6	90.0	3.7	305.6	44.0	69.3	110.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.2	8.4	2.2	3.0	10.3	29.9	8.6	4.5	30.3	6.0	14.8	15.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.0	20.1	15.4	46.8	55.4	210.1	140.0	45.7	351.3	93.5	115.0	156.3
LnGrp LOS	F	C	B	D	F	F	F	D	F	F	F	F
Approach Vol, veh/h		2975			2325			961			1145	
Approach Delay, s/veh		54.2			94.7			204.5			135.9	
Approach LOS		D			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	59.6	14.0	22.5	40.0	33.5	14.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	13.0	52.5	10.0	18.5	36.0	29.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	9.7	25.1	12.0	20.5	38.0	31.5	11.0	20.5
Green Ext Time (p_c), s	0.3	12.4	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	99.0
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	976	1042	118	82	1174	270	132	80	63	292	79	998
Future Volume (veh/h)	976	1042	118	82	1174	270	132	80	63	292	79	998
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1027	1097	124	86	1236	284	139	84	66	195	240	1051
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1407	3178	987	110	1150	264	304	338	242	304	320	1832
Arrive On Green	0.67	1.00	1.00	0.06	0.27	0.27	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	1810	4215	968	1810	2007	1439	1810	1900	3220
Grp Volume(v), veh/h	1027	1097	124	86	1014	506	139	75	75	195	240	1051
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1810	1729	1726	1810	1805	1641	1810	1900	1610
Q Serve(g_s), s	20.8	0.0	0.0	5.2	30.0	30.0	7.6	4.0	4.4	11.1	13.2	0.0
Cycle Q Clear(g_c), s	20.8	0.0	0.0	5.2	30.0	30.0	7.6	4.0	4.4	11.1	13.2	0.0
Prop In Lane	1.00		1.00	1.00		0.56	1.00		0.88	1.00		1.00
Lane Grp Cap(c), veh/h	1407	3178	987	110	943	471	304	304	276	304	320	1832
V/C Ratio(X)	0.73	0.35	0.13	0.78	1.08	1.08	0.46	0.25	0.27	0.64	0.75	0.57
Avail Cap(c_a), veh/h	1407	3178	987	181	943	471	304	304	276	304	320	1832
HCM Platoon Ratio	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.3	0.0	0.0	50.9	40.0	40.0	41.2	39.7	39.9	42.7	43.6	15.2
Incr Delay (d2), s/veh	1.3	0.2	0.2	11.4	51.7	63.2	4.9	1.9	2.4	9.9	15.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.1	0.0	2.6	18.6	20.0	3.8	1.9	2.0	5.8	7.5	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.6	0.2	0.2	62.3	91.7	103.2	46.1	41.6	42.3	52.6	58.5	16.5
LnGrp LOS	B	A	A	E	F	F	D	D	D	D	E	B
Approach Vol, veh/h		2248			1606			289			1486	
Approach Delay, s/veh		7.2			93.7			44.0			28.0	
Approach LOS		A			F			D			C	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	73.9		22.5	50.6	34.0		22.5
Change Period (Y+Rc), s	4.0	6.5		4.0	6.5	* 4		4.0
Max Green Setting (Gmax), s	11.3	43.5		18.5	27.0	* 30		18.5
Max Q Clear Time (g_c+I1), s	7.2	2.0		15.2	22.8	32.0		9.6
Green Ext Time (p_c), s	0.0	8.7		2.1	1.7	0.0		0.8

Intersection Summary		
HCM 6th Ctrl Delay	39.3	
HCM 6th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1291	41	2	1204	106	115	22	8	176	17	207
Future Volume (veh/h)	65	1291	41	2	1204	106	115	22	8	176	17	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	68	1359	43	2	1267	112	121	23	8	185	18	218
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	88	1992	889	5	2454	217	374	453	158	264	28	263
Arrive On Green	0.05	0.55	0.55	0.00	0.51	0.51	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	1810	3610	1610	1810	4852	429	1162	1347	469	645	82	781
Grp Volume(v), veh/h	68	1359	43	2	903	476	121	0	31	421	0	0
Grp Sat Flow(s),veh/h/ln	1810	1805	1610	1810	1729	1823	1162	0	1816	1509	0	0
Q Serve(g_s), s	4.1	29.8	1.4	0.1	19.2	19.2	0.0	0.0	1.3	27.1	0.0	0.0
Cycle Q Clear(g_c), s	4.1	29.8	1.4	0.1	19.2	19.2	12.2	0.0	1.3	28.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.26	0.44		0.52
Lane Grp Cap(c), veh/h	88	1992	889	5	1749	922	374	0	611	555	0	0
V/C Ratio(X)	0.77	0.68	0.05	0.41	0.52	0.52	0.32	0.00	0.05	0.76	0.00	0.00
Avail Cap(c_a), veh/h	165	1992	889	165	1749	922	374	0	611	555	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	51.7	17.7	11.3	54.8	18.2	18.2	28.3	0.0	24.6	33.7	0.0	0.0
Incr Delay (d2), s/veh	13.2	1.9	0.1	47.1	1.1	2.1	2.3	0.0	0.2	9.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	11.1	0.5	0.1	7.0	7.7	2.7	0.0	0.6	11.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.0	19.6	11.5	101.9	19.3	20.2	30.6	0.0	24.8	43.2	0.0	0.0
LnGrp LOS	E	B	B	F	B	C	C	A	C	D	A	A
Approach Vol, veh/h		1470			1381			152			421	
Approach Delay, s/veh		21.5			19.7			29.4			43.2	
Approach LOS		C			B			C			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.3	64.7		41.0	9.4	59.6		41.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	10.0	51.0		37.0	10.0	51.0		37.0
Max Q Clear Time (g_c+I1), s	2.1	31.8		30.3	6.1	21.2		14.2
Green Ext Time (p_c), s	0.0	8.9		1.6	0.0	9.6		0.6

Intersection Summary		
HCM 6th Ctrl Delay		23.8
HCM 6th LOS		C



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1182	33	2	944	112	7
Future Volume (veh/h)	1182	33	2	944	112	7
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1244	35	2	994	118	7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	2277	1015	5	2447	422	376
Arrive On Green	0.63	0.63	0.00	0.68	0.23	0.23
Sat Flow, veh/h	3705	1610	1810	3705	1810	1610
Grp Volume(v), veh/h	1244	35	2	994	118	7
Grp Sat Flow(s),veh/h/ln	1805	1610	1810	1805	1810	1610
Q Serve(g_s), s	17.5	0.7	0.1	11.0	4.8	0.3
Cycle Q Clear(g_c), s	17.5	0.7	0.1	11.0	4.8	0.3
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2277	1015	5	2447	422	376
V/C Ratio(X)	0.55	0.03	0.41	0.41	0.28	0.02
Avail Cap(c_a), veh/h	2277	1015	201	2447	422	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.76	0.76	1.00	1.00
Uniform Delay (d), s/veh	9.4	6.3	44.8	6.4	28.3	26.6
Incr Delay (d2), s/veh	0.9	0.1	36.5	0.4	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	0.2	0.1	2.9	2.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.3	6.3	81.3	6.8	29.9	26.7
LnGrp LOS	B	A	F	A	C	C
Approach Vol, veh/h	1279			996	125	
Approach Delay, s/veh	10.2			7.0	29.8	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.2	60.8			65.0	25.0
Change Period (Y+Rc), s	4.0	4.0			4.0	4.0
Max Green Setting (Gmax), s	10.3	47.0			61.0	21.0
Max Q Clear Time (g_c+I1), s	2.1	19.5			13.0	6.8
Green Ext Time (p_c), s	0.0	9.2			7.3	0.3

Intersection Summary		
HCM 6th Ctrl Delay	9.9	
HCM 6th LOS	A	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	0	71	190	0	241	28	1326	116	160	778	26
Future Volume (veh/h)	62	0	71	190	0	241	28	1326	116	160	778	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	0	75	200	0	254	29	1396	122	168	819	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	924	0	823	238	0	212	44	1459	127	181	1819	60
Arrive On Green	0.51	0.00	0.51	0.13	0.00	0.13	0.02	0.43	0.43	0.10	0.51	0.51
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3360	292	1810	3566	118
Grp Volume(v), veh/h	65	0	75	200	0	254	29	747	771	168	414	432
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1847	1810	1805	1879
Q Serve(g_s), s	2.6	0.0	3.3	15.1	0.0	18.4	2.2	55.9	56.7	12.9	20.4	20.4
Cycle Q Clear(g_c), s	2.6	0.0	3.3	15.1	0.0	18.4	2.2	55.9	56.7	12.9	20.4	20.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.06
Lane Grp Cap(c), veh/h	924	0	823	238	0	212	44	784	802	181	921	959
V/C Ratio(X)	0.07	0.00	0.09	0.84	0.00	1.20	0.66	0.95	0.96	0.93	0.45	0.45
Avail Cap(c_a), veh/h	924	0	823	238	0	212	78	793	812	181	921	959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	17.6	59.4	0.0	60.8	67.7	38.2	38.4	62.5	21.8	21.8
Incr Delay (d2), s/veh	0.1	0.0	0.2	28.6	0.0	126.4	15.9	21.1	22.4	47.9	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.2	8.7	0.0	14.7	1.2	27.5	28.8	8.1	8.2	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	17.8	88.0	0.0	187.2	83.6	59.3	60.9	110.4	22.1	22.1
LnGrp LOS	B	A	B	F	A	F	F	E	E	F	C	C
Approach Vol, veh/h		140			454			1547			1014	
Approach Delay, s/veh		17.7			143.5			60.5			36.8	
Approach LOS		B			F			E			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	76.8	18.0	67.3	24.0	7.4	77.9
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	28.0	14.0	* 62	18.4	6.0	67.5
Max Q Clear Time (g_c+I1), s	5.3	14.9	58.7	20.4	4.2	22.4
Green Ext Time (p_c), s	1.0	0.0	2.1	0.0	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	62.9
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	79.2

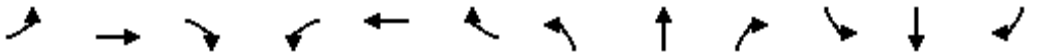
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	234	249	41	1460	1135	109
Future Vol, veh/h	234	249	41	1460	1135	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	215	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	241	257	42	1505	1170	112

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2063	641	1282	0	-	0
Stage 1	1226	-	-	-	-	-
Stage 2	837	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	*~ 80	*628	928	-	-	-
Stage 1	*592	-	-	-	-	-
Stage 2	*390	-	-	-	-	-
Platoon blocked, %	1	1	1	-	-	-
Mov Cap-1 Maneuver	*~ 77	*628	928	-	-	-
Mov Cap-2 Maneuver	*~ 77	-	-	-	-	-
Stage 1	*565	-	-	-	-	-
Stage 2	*390	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 528.8	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	928	-	77	628	-	-
HCM Lane V/C Ratio	0.046	-	3.133	0.409	-	-
HCM Control Delay (s)	9.1	-	$ 1075.9	14.6	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	24.3	2	-	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	282	818	370	236	377	97	305	924	124	193	740	375
Future Volume (veh/h)	282	818	370	236	377	97	305	924	124	193	740	375
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	297	861	389	248	397	102	321	973	0	203	779	395
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	335	1134	506	321	883	225	371	1043		254	923	411
Arrive On Green	0.03	0.10	0.10	0.09	0.31	0.31	0.11	0.29	0.00	0.07	0.26	0.26
Sat Flow, veh/h	3510	3610	1610	3510	2850	725	3510	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	297	861	389	248	250	249	321	973	0	203	779	395
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1770	1755	1805	1610	1755	1805	1610
Q Serve(g_s), s	7.6	20.9	21.2	6.2	10.0	10.2	8.1	23.6	0.0	5.1	18.4	21.8
Cycle Q Clear(g_c), s	7.6	20.9	21.2	6.2	10.0	10.2	8.1	23.6	0.0	5.1	18.4	21.8
Prop In Lane	1.00		1.00	1.00		0.41	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	335	1134	506	321	560	549	371	1043		254	923	411
V/C Ratio(X)	0.89	0.76	0.77	0.77	0.45	0.45	0.87	0.93		0.80	0.84	0.96
Avail Cap(c_a), veh/h	335	1134	506	347	560	549	371	1043		254	923	411
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	37.0	37.2	40.0	24.9	24.9	39.6	31.2	0.0	41.1	31.8	33.0
Incr Delay (d2), s/veh	19.8	4.1	9.2	8.3	2.6	2.7	18.2	14.7	0.0	22.7	7.5	34.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.2	10.5	10.2	2.9	4.2	4.3	4.2	11.3	0.0	2.9	8.3	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	41.1	46.3	48.3	27.4	27.6	57.8	45.8	0.0	63.9	39.3	67.2
LnGrp LOS	E	D	D	D	C	C	E	D		E	D	E
Approach Vol, veh/h		1547			747			1294	A		1377	
Approach Delay, s/veh		46.6			34.4			48.8			50.9	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	34.3	14.0	29.0	13.1	33.9	11.0	32.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	8.9	27.6	9.5	23.0	8.6	27.9	6.5	26.0
Max Q Clear Time (g_c+I1), s	8.2	23.2	10.1	23.8	9.6	12.2	7.1	25.6
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	0.0	2.7	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	269	415	0	0	18
Future Vol, veh/h	8	269	415	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	283	437	0	0	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	437	0	-	0	595	219
Stage 1	-	-	-	-	437	-
Stage 2	-	-	-	-	158	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1134	-	-	-	*562	791
Stage 1	-	-	-	-	*624	-
Stage 2	-	-	-	-	*936	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1134	-	-	-	*557	791
Mov Cap-2 Maneuver	-	-	-	-	*557	-
Stage 1	-	-	-	-	*619	-
Stage 2	-	-	-	-	*936	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1134	-	-	-	791
HCM Lane V/C Ratio	0.007	-	-	-	0.024
HCM Control Delay (s)	8.2	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	261	397	0	0	18
Future Vol, veh/h	8	261	397	0	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	275	418	0	0	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	418	0	-	0	572	209
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	154	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1152	-	-	-	*582	803
Stage 1	-	-	-	-	*638	-
Stage 2	-	-	-	-	*936	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1152	-	-	-	*578	803
Mov Cap-2 Maneuver	-	-	-	-	*578	-
Stage 1	-	-	-	-	*633	-
Stage 2	-	-	-	-	*936	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1152	-	-	-	803
HCM Lane V/C Ratio	0.007	-	-	-	0.024
HCM Control Delay (s)	8.1	0	-	-	9.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	250	377	0	0	21
Future Vol, veh/h	12	250	377	0	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	13	263	397	0	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	397	0	-	0	555	199
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	158	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1173	-	-	-	*598	815
Stage 1	-	-	-	-	*654	-
Stage 2	-	-	-	-	*936	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1173	-	-	-	*590	815
Mov Cap-2 Maneuver	-	-	-	-	*590	-
Stage 1	-	-	-	-	*645	-
Stage 2	-	-	-	-	*936	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.5
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1173	-	-	-	815
HCM Lane V/C Ratio	0.011	-	-	-	0.027
HCM Control Delay (s)	8.1	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	247	368	0	0	9
Future Vol, veh/h	4	247	368	0	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	260	387	0	0	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	387	0	-	0	525	194
Stage 1	-	-	-	-	387	-
Stage 2	-	-	-	-	138	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1183	-	-	-	*627	821
Stage 1	-	-	-	-	*662	-
Stage 2	-	-	-	-	*936	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1183	-	-	-	*625	821
Mov Cap-2 Maneuver	-	-	-	-	*625	-
Stage 1	-	-	-	-	*659	-
Stage 2	-	-	-	-	*936	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1183	-	-	-	821
HCM Lane V/C Ratio	0.004	-	-	-	0.012
HCM Control Delay (s)	8.1	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	233	342	0	0	26
Future Vol, veh/h	14	233	342	0	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	15	245	360	0	0	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	360	0	-	0	513	180
Stage 1	-	-	-	-	360	-
Stage 2	-	-	-	-	153	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1210	-	-	-	*639	838
Stage 1	-	-	-	-	*683	-
Stage 2	-	-	-	-	*936	-
Platoon blocked, %		-	-	-	1	
Mov Cap-1 Maneuver	1210	-	-	-	*630	838
Mov Cap-2 Maneuver	-	-	-	-	*630	-
Stage 1	-	-	-	-	*673	-
Stage 2	-	-	-	-	*936	-

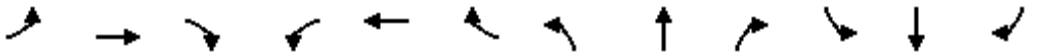
Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1210	-	-	-	838
HCM Lane V/C Ratio	0.012	-	-	-	0.033
HCM Control Delay (s)	8	0.1	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th Signalized Intersection Summary
1: 4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



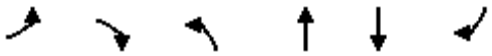
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	593	439	83	119	1518	242	96	71	93	240	220	873
Future Volume (veh/h)	593	439	83	119	1518	242	96	71	93	240	220	873
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	682	505	95	137	1745	278	110	82	107	276	253	1003
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	635	2328	723	193	1675	756	135	575	345	265	439	1327
Arrive On Green	0.19	0.47	0.47	0.12	0.68	0.68	0.08	0.17	0.17	0.15	0.24	0.24
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	1714	3420	1525	1714	1800	3051
Grp Volume(v), veh/h	682	505	95	137	1745	278	110	82	107	276	253	1003
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1714	1710	1525	1714	1800	1525
Q Serve(g_s), s	21.0	6.6	3.8	4.4	37.5	7.7	6.9	2.2	6.4	17.0	13.6	26.8
Cycle Q Clear(g_c), s	21.0	6.6	3.8	4.4	37.5	7.7	6.9	2.2	6.4	17.0	13.6	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	635	2328	723	193	1675	756	135	575	345	265	439	1327
V/C Ratio(X)	1.07	0.22	0.13	0.71	1.04	0.37	0.81	0.14	0.31	1.04	0.58	0.76
Avail Cap(c_a), veh/h	635	2328	723	302	1675	756	156	575	345	265	439	1327
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.5	17.0	16.2	47.7	17.5	7.7	49.9	39.0	35.4	46.5	36.6	26.2
Incr Delay (d2), s/veh	57.3	0.2	0.4	2.9	29.1	0.8	24.5	0.5	2.3	66.6	5.4	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.2	2.3	1.4	1.7	9.7	2.0	3.9	1.0	2.6	12.1	6.6	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.8	17.2	16.6	50.6	46.6	8.5	74.3	39.5	37.7	113.1	42.0	30.2
LnGrp LOS	F	B	B	D	F	A	E	D	D	F	D	C
Approach Vol, veh/h		1282			2160			299			1532	
Approach Delay, s/veh		62.2			42.0			51.7			47.1	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	56.1	12.7	30.8	25.0	41.5	21.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	48.5	10.0	25.5	21.0	37.5	17.0	18.5
Max Q Clear Time (g_c+I1), s	6.4	8.6	8.9	28.8	23.0	39.5	19.0	8.4
Green Ext Time (p_c), s	0.1	3.5	0.0	0.0	0.0	0.0	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	48.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



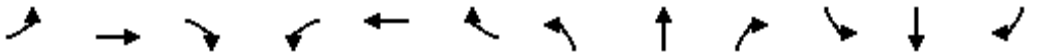
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	24	37	37	841	1102	21
Future Volume (veh/h)	24	37	37	841	1102	21
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	26	39	39	895	1172	22
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	65	58	52	3062	2856	54
Arrive On Green	0.04	0.04	0.03	0.90	1.00	1.00
Sat Flow, veh/h	1714	1525	1714	3510	3524	64
Grp Volume(v), veh/h	26	39	39	895	584	610
Grp Sat Flow(s),veh/h/ln	1714	1525	1714	1710	1710	1788
Q Serve(g_s), s	1.8	3.0	2.7	4.4	0.0	0.0
Cycle Q Clear(g_c), s	1.8	3.0	2.7	4.4	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.04
Lane Grp Cap(c), veh/h	65	58	52	3062	1422	1488
V/C Ratio(X)	0.40	0.67	0.75	0.29	0.41	0.41
Avail Cap(c_a), veh/h	286	254	157	3062	1422	1488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.33	1.33
Upstream Filter(I)	1.00	1.00	0.49	0.49	0.36	0.36
Uniform Delay (d), s/veh	56.4	57.0	57.7	0.9	0.0	0.0
Incr Delay (d2), s/veh	3.9	12.8	10.1	0.1	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	2.8	1.3	0.1	0.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	60.3	69.8	67.9	1.0	0.3	0.3
LnGrp LOS	E	E	E	A	A	A
Approach Vol, veh/h	65			934	1194	
Approach Delay, s/veh	66.0			3.8	0.3	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		111.4		8.6	7.6	103.8
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		92.0		20.0	11.0	77.0
Max Q Clear Time (g_c+I1), s		6.4		5.0	4.7	2.0
Green Ext Time (p_c), s		6.4		0.1	0.0	8.5

Intersection Summary	
HCM 6th Ctrl Delay	3.7
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
1: 4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



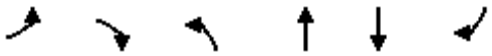
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1156	1298	138	230	1326	549	158	308	353	135	309	601
Future Volume (veh/h)	1156	1298	138	230	1326	549	158	308	353	135	309	601
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	1257	1411	150	250	1441	597	172	335	384	147	336	653
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1028	1943	603	665	1407	576	156	575	562	156	303	1456
Arrive On Green	0.62	0.79	0.79	0.40	0.57	0.57	0.18	0.34	0.34	0.18	0.34	0.34
Sat Flow, veh/h	3326	4914	1525	3326	4914	1525	1714	3420	1525	1714	1800	3051
Grp Volume(v), veh/h	1257	1411	150	250	1441	597	172	335	384	147	336	653
Grp Sat Flow(s),veh/h/ln	1663	1638	1525	1663	1638	1525	1714	1710	1525	1714	1800	1525
Q Serve(g_s), s	34.0	15.5	2.8	5.8	31.5	31.5	10.0	8.9	0.0	9.3	18.5	10.6
Cycle Q Clear(g_c), s	34.0	15.5	2.8	5.8	31.5	31.5	10.0	8.9	0.0	9.3	18.5	10.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1028	1943	603	665	1407	576	156	575	562	156	303	1456
V/C Ratio(X)	1.22	0.73	0.25	0.38	1.02	1.04	1.10	0.58	0.68	0.94	1.11	0.45
Avail Cap(c_a), veh/h	1028	1943	603	665	1407	576	156	575	562	156	303	1456
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.36	0.36	0.36	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	8.6	7.2	28.2	23.5	9.9	45.0	33.3	21.9	44.7	36.5	6.8
Incr Delay (d2), s/veh	109.1	2.4	1.0	0.1	20.9	32.8	102.6	4.3	6.6	55.3	84.6	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	21.4	3.0	1.0	2.0	8.8	8.7	8.2	3.6	7.3	6.0	13.7	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	130.1	11.0	8.2	28.3	44.4	42.7	147.6	37.6	28.5	100.0	121.1	7.8
LnGrp LOS	F	B	A	C	F	F	F	D	C	F	F	A
Approach Vol, veh/h		2818			2288			891			1136	
Approach Delay, s/veh		64.0			42.2			54.9			53.2	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	47.5	14.0	22.5	38.0	35.5	14.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	43.5	10.0	18.5	34.0	31.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	7.8	17.5	12.0	20.5	36.0	33.5	11.3	10.9
Green Ext Time (p_c), s	0.6	10.8	0.0	0.0	0.0	0.0	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	54.2
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



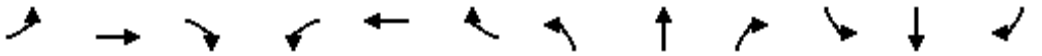
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	21	44	20	1122	923	31
Future Volume (veh/h)	21	44	20	1122	923	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1800	1800	1800	1800	1800	1800
Adj Flow Rate, veh/h	22	45	21	1157	952	32
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	70	63	34	3084	2881	97
Arrive On Green	0.04	0.04	0.02	0.90	1.00	1.00
Sat Flow, veh/h	1714	1525	1714	3510	3466	113
Grp Volume(v), veh/h	22	45	21	1157	482	502
Grp Sat Flow(s),veh/h/ln	1714	1525	1714	1710	1710	1780
Q Serve(g_s), s	1.7	4.1	1.7	7.0	0.0	0.0
Cycle Q Clear(g_c), s	1.7	4.1	1.7	7.0	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.06
Lane Grp Cap(c), veh/h	70	63	34	3084	1459	1518
V/C Ratio(X)	0.31	0.72	0.61	0.38	0.33	0.33
Avail Cap(c_a), veh/h	282	251	147	3084	1459	1518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	0.43	0.43	0.87	0.87
Uniform Delay (d), s/veh	65.2	66.3	68.1	1.0	0.0	0.0
Incr Delay (d2), s/veh	2.5	14.2	7.5	0.2	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.7	0.8	0.1	0.2	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	67.7	80.5	75.6	1.2	0.5	0.5
LnGrp LOS	E	F	E	A	A	A
Approach Vol, veh/h	67			1178	984	
Approach Delay, s/veh	76.3			2.5	0.5	
Approach LOS	E			A	A	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		130.2		9.8	6.8	123.5
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		109.0		23.0	12.0	93.0
Max Q Clear Time (g_c+I1), s		9.0		6.1	3.7	2.0
Green Ext Time (p_c), s		9.4		0.1	0.0	6.3

Intersection Summary	
HCM 6th Ctrl Delay	3.8
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
1: 4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



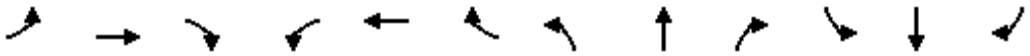
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	623	482	87	125	1594	254	101	75	98	252	231	887
Future Volume (veh/h)	623	482	87	125	1594	254	101	75	98	252	231	887
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	656	507	92	132	1678	267	106	79	103	265	243	934
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	814	2473	768	194	1556	732	165	607	360	280	440	1493
Arrive On Green	0.23	0.48	0.48	0.06	0.30	0.30	0.09	0.17	0.17	0.15	0.23	0.23
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	3610	1610	1810	1900	3220
Grp Volume(v), veh/h	656	507	92	132	1678	267	106	79	103	265	243	934
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	1805	1610	1810	1900	1610
Q Serve(g_s), s	19.4	6.2	2.4	4.1	33.0	0.0	6.2	2.0	3.9	16.0	12.4	0.0
Cycle Q Clear(g_c), s	19.4	6.2	2.4	4.1	33.0	0.0	6.2	2.0	3.9	16.0	12.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	814	2473	768	194	1556	732	165	607	360	280	440	1493
V/C Ratio(X)	0.81	0.21	0.12	0.68	1.08	0.36	0.64	0.13	0.29	0.95	0.55	0.63
Avail Cap(c_a), veh/h	814	2473	768	319	1556	732	165	607	360	280	440	1493
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.46	0.46	0.46	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	16.7	7.5	51.0	38.5	19.6	48.3	38.9	17.6	46.1	37.2	22.3
Incr Delay (d2), s/veh	6.0	0.2	0.3	2.0	41.5	0.6	8.3	0.4	2.0	39.8	4.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	2.3	1.3	1.8	18.8	4.5	3.2	0.9	1.8	10.2	6.3	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.9	16.9	7.9	53.0	80.0	20.3	56.6	39.4	19.6	85.8	42.1	24.3
LnGrp LOS	D	B	A	D	F	C	E	D	B	F	D	C
Approach Vol, veh/h		1255			2077			288			1442	
Approach Delay, s/veh		31.4			70.6			38.6			38.6	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	56.4	14.0	29.5	29.5	37.0	21.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	10.0	48.5	10.0	25.5	25.5	33.0	17.0	18.5
Max Q Clear Time (g_c+I1), s	6.1	8.2	8.2	14.4	21.4	35.0	18.0	5.9
Green Ext Time (p_c), s	0.1	3.5	0.0	4.4	1.0	0.0	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	49.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



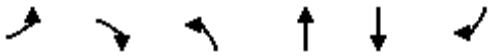
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	0	19	169	0	90	60	638	263	200	1139	51
Future Volume (veh/h)	17	0	19	169	0	90	60	638	263	200	1139	51
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	0	20	178	0	95	63	672	277	211	1199	54
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	451	0	401	277	0	461	82	740	305	241	1354	61
Arrive On Green	0.25	0.00	0.25	0.15	0.00	0.15	0.01	0.30	0.30	0.13	0.38	0.38
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	2493	1027	1810	3518	158
Grp Volume(v), veh/h	18	0	20	178	0	95	63	487	462	211	615	638
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1715	1810	1805	1871
Q Serve(g_s), s	0.9	0.0	1.1	11.1	0.0	5.4	4.2	31.1	31.2	13.7	38.1	38.2
Cycle Q Clear(g_c), s	0.9	0.0	1.1	11.1	0.0	5.4	4.2	31.1	31.2	13.7	38.1	38.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.60	1.00		0.08
Lane Grp Cap(c), veh/h	451	0	401	277	0	461	82	536	509	241	694	720
V/C Ratio(X)	0.04	0.00	0.05	0.64	0.00	0.21	0.77	0.91	0.91	0.88	0.89	0.89
Avail Cap(c_a), veh/h	451	0	401	277	0	461	106	579	550	271	714	741
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.2	0.0	34.2	47.7	0.0	32.5	58.5	40.6	40.6	51.0	34.4	34.5
Incr Delay (d2), s/veh	0.2	0.0	0.2	10.9	0.0	1.0	20.5	16.2	16.8	27.0	12.6	12.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.5	5.7	0.0	2.1	2.3	15.4	14.7	7.8	17.8	18.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.3	0.0	34.5	58.6	0.0	33.5	79.0	56.8	57.5	78.1	47.0	46.8
LnGrp LOS	C	A	C	E	A	C	E	E	E	E	D	D
Approach Vol, veh/h		38			273			1012			1464	
Approach Delay, s/veh		34.4			49.8			58.5			51.4	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	33.9	20.0	42.1	24.0	9.4	52.7
Change Period (Y+Rc), s	4.0	4.0	* 6.5	5.6	4.0	6.5
Max Green Setting (Gmax), s	27.0	18.0	* 39	18.4	7.0	47.5
Max Q Clear Time (g_c+I1), s	3.1	15.7	33.2	13.1	6.2	40.2
Green Ext Time (p_c), s	0.2	0.3	2.5	0.5	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	53.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



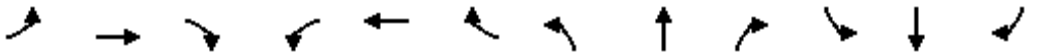
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	168	145	108	1104	1622	129
Future Volume (veh/h)	168	145	108	1104	1622	129
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	153	114	1162	1707	136
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	211	188	140	2948	2392	188
Arrive On Green	0.12	0.12	0.08	0.82	0.47	0.47
Sat Flow, veh/h	1810	1610	1810	3705	3485	267
Grp Volume(v), veh/h	177	153	114	1162	900	943
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1852
Q Serve(g_s), s	11.5	11.1	7.4	10.5	47.4	48.9
Cycle Q Clear(g_c), s	11.5	11.1	7.4	10.5	47.4	48.9
Prop In Lane	1.00	1.00	1.00			0.14
Lane Grp Cap(c), veh/h	211	188	140	2948	1274	1307
V/C Ratio(X)	0.84	0.81	0.81	0.39	0.71	0.72
Avail Cap(c_a), veh/h	287	255	211	2948	1274	1307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	0.67	0.67
Upstream Filter(I)	1.00	1.00	0.56	0.56	0.37	0.37
Uniform Delay (d), s/veh	51.9	51.7	54.5	3.0	21.8	22.2
Incr Delay (d2), s/veh	14.6	13.4	7.9	0.2	1.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	10.3	3.6	1.9	20.6	21.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	66.5	65.1	62.4	3.2	23.1	23.5
LnGrp LOS	E	E	E	A	C	C
Approach Vol, veh/h	330			1276	1843	
Approach Delay, s/veh	65.9			8.5	23.3	
Approach LOS	E			A	C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		102.0		18.0	13.3	88.7
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		93.0		19.0	14.0	75.0
Max Q Clear Time (g_c+I1), s		12.5		13.5	9.4	50.9
Green Ext Time (p_c), s		9.5		0.5	0.1	13.9

Intersection Summary		
HCM 6th Ctrl Delay		21.9
HCM 6th LOS		C

HCM 6th Signalized Intersection Summary
1: 4th St-San Bernardino Ave & I-15 SB Ramps

02/19/2021



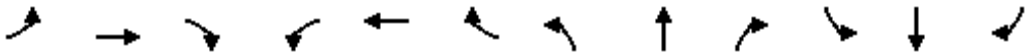
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1214	1467	145	242	1392	575	167	323	423	142	324	622
Future Volume (veh/h)	1214	1467	145	242	1392	575	167	323	423	142	324	622
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1278	1544	153	255	1465	605	176	340	445	149	341	655
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	1117	2607	809	326	1438	593	165	607	420	165	320	1566
Arrive On Green	0.64	1.00	1.00	0.19	0.55	0.55	0.09	0.17	0.17	0.09	0.17	0.17
Sat Flow, veh/h	3510	5187	1610	3510	5187	1610	1810	3610	1610	1810	1900	3220
Grp Volume(v), veh/h	1278	1544	153	255	1465	605	176	340	445	149	341	655
Grp Sat Flow(s),veh/h/ln	1755	1729	1610	1755	1729	1610	1810	1805	1610	1810	1900	1610
Q Serve(g_s), s	35.0	0.0	0.0	7.6	30.5	30.5	10.0	9.5	18.5	9.0	18.5	14.4
Cycle Q Clear(g_c), s	35.0	0.0	0.0	7.6	30.5	30.5	10.0	9.5	18.5	9.0	18.5	14.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1117	2607	809	326	1438	593	165	607	420	165	320	1566
V/C Ratio(X)	1.14	0.59	0.19	0.78	1.02	1.02	1.07	0.56	1.06	0.91	1.07	0.42
Avail Cap(c_a), veh/h	1117	2607	809	670	1438	593	165	607	420	165	320	1566
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.29	0.29	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.0	0.0	0.0	43.7	24.5	23.3	50.0	42.0	40.6	49.5	45.8	18.2
Incr Delay (d2), s/veh	75.8	1.0	0.5	1.2	17.8	25.2	90.0	3.7	60.3	44.0	69.3	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	0.2	0.1	3.0	8.8	17.9	8.6	4.5	18.2	6.0	14.8	5.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	95.8	1.0	0.5	45.0	42.3	48.6	140.0	45.7	101.0	93.5	115.0	19.0
LnGrp LOS	F	A	A	D	F	F	F	D	F	F	F	B
Approach Vol, veh/h		2975			2325			961			1145	
Approach Delay, s/veh		41.7			44.2			88.6			57.3	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.2	59.3	14.0	22.5	39.0	34.5	14.0	22.5
Change Period (Y+Rc), s	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	21.0	44.5	10.0	18.5	35.0	30.5	10.0	18.5
Max Q Clear Time (g_c+I1), s	9.6	2.0	12.0	20.5	37.0	32.5	11.0	20.5
Green Ext Time (p_c), s	0.6	14.5	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.0
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.



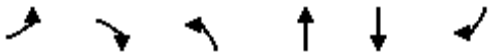
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	0	71	190	0	241	28	1326	116	160	778	26
Future Volume (veh/h)	62	0	71	190	0	241	28	1326	116	160	778	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	65	0	75	200	0	254	29	1396	122	168	819	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Cap, veh/h	924	0	823	238	0	373	44	1459	127	181	1819	60
Arrive On Green	0.51	0.00	0.51	0.13	0.00	0.13	0.01	0.43	0.43	0.10	0.51	0.51
Sat Flow, veh/h	1810	0	1610	1810	0	1610	1810	3360	292	1810	3566	118
Grp Volume(v), veh/h	65	0	75	200	0	254	29	747	771	168	414	432
Grp Sat Flow(s),veh/h/ln	1810	0	1610	1810	0	1610	1810	1805	1847	1810	1805	1879
Q Serve(g_s), s	2.6	0.0	3.3	15.1	0.0	18.4	2.2	55.9	56.7	12.9	20.4	20.4
Cycle Q Clear(g_c), s	2.6	0.0	3.3	15.1	0.0	18.4	2.2	55.9	56.7	12.9	20.4	20.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.16	1.00		0.06
Lane Grp Cap(c), veh/h	924	0	823	238	0	373	44	784	802	181	921	959
V/C Ratio(X)	0.07	0.00	0.09	0.84	0.00	0.68	0.66	0.95	0.96	0.93	0.45	0.45
Avail Cap(c_a), veh/h	924	0	823	238	0	373	78	793	812	181	921	959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	0.0	17.6	59.4	0.0	49.1	68.9	38.2	38.4	62.5	21.8	21.8
Incr Delay (d2), s/veh	0.1	0.0	0.2	28.6	0.0	9.7	12.8	18.0	19.2	47.9	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	1.2	8.7	0.0	8.8	1.2	26.8	28.1	8.1	8.2	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	0.0	17.8	88.0	0.0	58.8	81.7	56.2	57.7	110.4	22.1	22.1
LnGrp LOS	B	A	B	F	A	E	F	E	E	F	C	C
Approach Vol, veh/h		140			454			1547			1014	
Approach Delay, s/veh		17.7			71.6			57.4			36.8	
Approach LOS		B			E			E			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		76.8	18.0	67.3		24.0	7.4	77.9				
Change Period (Y+Rc), s		4.0	4.0	* 6.5		5.6	4.0	6.5				
Max Green Setting (Gmax), s		28.0	14.0	* 62		18.4	6.0	67.5				
Max Q Clear Time (g_c+I1), s		5.3	14.9	58.7		20.4	4.2	22.4				
Green Ext Time (p_c), s		1.0	0.0	2.1		0.0	0.0	5.0				

Intersection Summary												
HCM 6th Ctrl Delay			51.1									
HCM 6th LOS			D									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

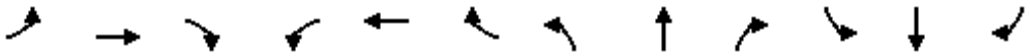


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	234	249	41	1460	1135	109
Future Volume (veh/h)	234	249	41	1460	1135	109
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	257	42	1505	1170	112
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0
Cap, veh/h	326	290	55	2753	2344	224
Arrive On Green	0.18	0.18	0.03	0.76	0.70	0.70
Sat Flow, veh/h	1810	1610	1810	3705	3425	318
Grp Volume(v), veh/h	241	257	42	1505	633	649
Grp Sat Flow(s),veh/h/ln	1810	1610	1810	1805	1805	1843
Q Serve(g_s), s	17.6	21.8	3.2	23.8	22.4	22.5
Cycle Q Clear(g_c), s	17.6	21.8	3.2	23.8	22.4	22.5
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	326	290	55	2753	1271	1297
V/C Ratio(X)	0.74	0.89	0.77	0.55	0.50	0.50
Avail Cap(c_a), veh/h	478	426	129	2753	1271	1297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.27	0.27	0.90	0.90
Uniform Delay (d), s/veh	54.3	56.0	67.4	6.8	9.4	9.5
Incr Delay (d2), s/veh	3.4	14.3	6.1	0.2	1.3	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.4	19.3	1.5	6.8	7.8	8.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	57.7	70.3	73.5	7.0	10.7	10.7
LnGrp LOS	E	E	E	A	B	B
Approach Vol, veh/h	498			1547	1282	
Approach Delay, s/veh	64.2			8.8	10.7	
Approach LOS	E			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		110.8		29.2	8.2	102.6
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0
Max Green Setting (Gmax), s		95.0		37.0	10.0	81.0
Max Q Clear Time (g_c+I1), s		25.8		23.8	5.2	24.5
Green Ext Time (p_c), s		15.0		1.4	0.0	9.6

Intersection Summary		
HCM 6th Ctrl Delay	17.8	
HCM 6th LOS	B	

APPENDIX D:
FREEWAY QUEUE WORKSHEETS

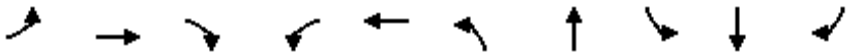


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	377	420	67	123	1531	194	80	78	94	198	725	481
v/c Ratio	0.96	0.21	0.10	0.46	0.84	0.30	0.57	0.11	0.22	0.76	0.69	0.82
Control Delay	76.6	35.2	8.5	63.3	28.1	5.4	64.7	37.2	4.1	62.3	27.1	31.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.6	35.2	8.5	63.3	28.1	5.4	64.7	37.2	4.1	62.3	27.1	31.9
Queue Length 50th (ft)	145	101	2	45	314	1	55	23	0	134	175	193
Queue Length 95th (ft)	#227	130	m20	m72	368	30	102	44	19	201	235	#376
Internal Link Dist (ft)		3550			835			336			1210	
Turn Bay Length (ft)	660		240	250		110	240		275	190		190
Base Capacity (vph)	392	2013	703	301	1831	651	155	717	422	310	1052	584
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.21	0.10	0.41	0.84	0.30	0.52	0.11	0.22	0.64	0.69	0.82

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	187	386	78	47	619	121	89	256	260	1032
v/c Ratio	0.24	0.21	0.12	0.37	0.65	0.42	0.16	0.62	0.62	0.64
Control Delay	26.8	18.7	4.4	73.2	61.6	46.1	14.9	43.9	43.7	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.8	18.7	4.4	73.2	61.6	46.1	14.9	43.9	43.7	12.4
Queue Length 50th (ft)	32	42	5	36	160	77	6	168	171	167
Queue Length 95th (ft)	56	57	m15	76	208	137	30	263	266	241
Internal Link Dist (ft)		835			416		161		1012	
Turn Bay Length (ft)	200		120	240		150		300		300
Base Capacity (vph)	784	1843	629	155	959	287	565	413	420	1614
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.21	0.12	0.30	0.65	0.42	0.16	0.62	0.62	0.64

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	396	387	360	755	335	925	420
v/c Ratio	0.67	0.67	0.60	0.41	0.22	0.35	0.27
Control Delay	28.5	25.1	19.3	13.4	0.5	5.7	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	25.1	19.3	13.4	0.5	5.7	0.5
Queue Length 50th (ft)	194	171	121	110	0	37	0
Queue Length 95th (ft)	238	225	171	127	9	50	2
Internal Link Dist (ft)		1134		890		708	
Turn Bay Length (ft)	640		350				
Base Capacity (vph)	793	757	762	1863	1530	2677	1530
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.51	0.47	0.41	0.22	0.35	0.27

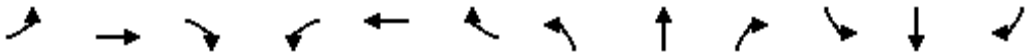
Intersection Summary



Lane Group	EBL2	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	246	679	834	390	1411	118
v/c Ratio	0.16	0.97	0.37	0.25	0.89	0.08
Control Delay	14.9	53.8	20.7	0.3	25.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	53.8	20.7	0.3	25.8	0.1
Queue Length 50th (ft)	40	355	118	0	325	0
Queue Length 95th (ft)	63	#599	167	0	#517	0
Internal Link Dist (ft)			206		890	
Turn Bay Length (ft)	450	450		300		
Base Capacity (vph)	1511	705	2265	1530	1577	1530
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.96	0.37	0.25	0.89	0.08

Intersection Summary

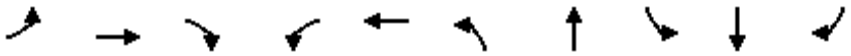
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1023	1299	124	234	1051	335	147	322	363	110	637	313
v/c Ratio	0.95	0.56	0.16	0.65	0.83	0.61	0.86	0.51	0.74	0.74	0.93	0.63
Control Delay	45.4	28.1	8.8	63.5	32.5	9.2	90.3	43.7	23.9	77.4	52.6	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.4	28.1	8.8	63.5	32.5	9.2	90.3	43.7	23.9	77.4	52.6	10.7
Queue Length 50th (ft)	382	303	21	88	246	2	104	108	72	77	176	0
Queue Length 95th (ft)	#501	347	m33	m117	306	m31	#220	155	#193	#162	#295	90
Internal Link Dist (ft)		3550			835			336			1210	
Turn Bay Length (ft)	660		240	250		110	240		275	190		190
Base Capacity (vph)	1085	2324	788	392	1266	547	171	634	488	155	685	499
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.56	0.16	0.60	0.83	0.61	0.86	0.51	0.74	0.71	0.93	0.63

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	841	749	98	78	961	125	135	114	117	658
v/c Ratio	0.87	0.33	0.13	0.56	0.86	0.44	0.23	0.42	0.41	0.44
Control Delay	40.1	11.5	1.7	67.3	62.9	46.5	23.7	46.3	46.0	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	11.5	1.7	67.3	62.9	46.5	23.7	46.3	46.0	8.6
Queue Length 50th (ft)	312	116	9	58	257	80	24	76	78	68
Queue Length 95th (ft)	#400	142	m15	m105	#309	140	53	136	140	115
Internal Link Dist (ft)		835			416		161		1012	
Turn Bay Length (ft)	200		120	240		150		300		300
Base Capacity (vph)	964	2237	749	155	1118	287	586	273	282	1512
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.33	0.13	0.50	0.86	0.44	0.23	0.42	0.41	0.44

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	232	222	216	790	552	1224	335
v/c Ratio	0.64	0.51	0.49	0.34	0.36	0.36	0.22
Control Delay	38.6	13.8	13.1	9.3	1.7	4.1	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.6	13.8	13.1	9.3	1.7	4.1	0.3
Queue Length 50th (ft)	126	37	32	104	28	49	0
Queue Length 95th (ft)	177	94	86	128	62	79	0
Internal Link Dist (ft)		1134		890		708	
Turn Bay Length (ft)	640		350				
Base Capacity (vph)	631	652	656	2349	1530	3375	1530
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.34	0.33	0.34	0.36	0.36	0.22

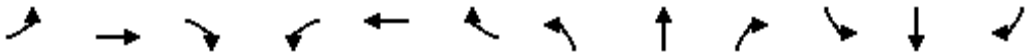
Intersection Summary



Lane Group	EBL2	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	215	353	1135	587	1172	366
v/c Ratio	0.25	0.80	0.36	0.38	0.53	0.24
Control Delay	25.4	38.7	10.8	0.2	5.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.4	38.7	10.8	0.2	5.5	0.4
Queue Length 50th (ft)	50	158	123	0	94	0
Queue Length 95th (ft)	67	225	m154	m0	113	0
Internal Link Dist (ft)			206		890	
Turn Bay Length (ft)	450	450		300		
Base Capacity (vph)	1253	614	3194	1530	2223	1530
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.57	0.36	0.38	0.53	0.24

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	682	501	95	137	1744	269	110	82	107	276	755	501
v/c Ratio	1.08	0.23	0.13	0.50	1.04	0.43	0.74	0.14	0.27	1.05	0.85dr	0.87
Control Delay	89.7	31.5	10.8	57.6	63.1	10.0	77.4	39.8	2.7	113.6	29.9	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.7	31.5	10.8	57.6	63.1	10.0	77.4	39.8	2.7	113.6	29.9	31.8
Queue Length 50th (ft)	~286	125	12	49	~484	22	77	26	0	~212	164	143
Queue Length 95th (ft)	#376	153	m47	m69	#551	m71	#154	47	5	#359	228	#332
Internal Link Dist (ft)		3550			835			336			1210	
Turn Bay Length (ft)	660		240	250		110	240		275	190		190
Base Capacity (vph)	633	2205	757	301	1675	632	155	575	397	264	941	574
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.23	0.13	0.46	1.04	0.43	0.71	0.14	0.27	1.05	0.80	0.87

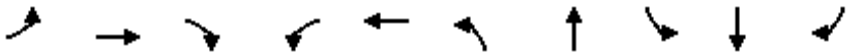
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	199	528	82	49	770	127	94	348	350	1176
v/c Ratio	0.29	0.29	0.13	0.39	0.74	0.44	0.17	0.81	0.81	0.76
Control Delay	33.7	20.9	5.6	73.2	64.1	46.7	14.6	54.4	53.8	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.7	20.9	5.6	73.2	64.1	46.7	14.6	54.4	53.8	18.1
Queue Length 50th (ft)	74	60	7	37	201	82	7	243	244	257
Queue Length 95th (ft)	m98	m71	m16	79	253	142	31	#400	#396	356
Internal Link Dist (ft)		835			416		161		1012	
Turn Bay Length (ft)	200		120	240		150		300		300
Base Capacity (vph)	693	1795	615	155	1047	287	569	428	433	1550
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.29	0.13	0.32	0.74	0.44	0.17	0.81	0.81	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	440	428	395	874	382	999	468
v/c Ratio	0.69	0.69	0.64	0.50	0.25	0.39	0.31
Control Delay	27.5	24.7	21.8	17.7	0.5	6.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.5	24.7	21.8	17.7	0.5	6.0	0.6
Queue Length 50th (ft)	208	186	150	152	0	39	0
Queue Length 95th (ft)	272	259	215	185	6	50	6
Internal Link Dist (ft)		1134		890		708	
Turn Bay Length (ft)	640		350				
Base Capacity (vph)	793	757	746	1764	1530	2535	1530
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.57	0.53	0.50	0.25	0.39	0.31

Intersection Summary



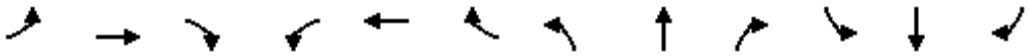
Lane Group	EBL2	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	313	788	930	425	1542	133
v/c Ratio	0.24	1.27	0.37	0.28	0.88	0.09
Control Delay	18.5	159.1	16.6	0.2	24.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	159.1	16.6	0.2	24.0	0.1
Queue Length 50th (ft)	59	~567	116	0	440	0
Queue Length 95th (ft)	88	#792	m148	m0	#373	0
Internal Link Dist (ft)			206		890	
Turn Bay Length (ft)	450	450		300		
Base Capacity (vph)	1326	622	2511	1530	1748	1530
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	1.27	0.37	0.28	0.88	0.09

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



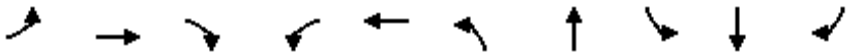
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1257	1409	150	250	1438	564	172	335	384	147	663	326
v/c Ratio	1.19	0.60	0.18	0.66	1.06	0.98	1.11	0.58	0.83	0.95	0.99	0.65
Control Delay	121.0	28.5	8.5	52.5	70.6	45.9	151.4	46.8	33.0	110.7	65.7	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.0	28.5	8.5	52.5	70.6	45.9	151.4	46.8	33.0	110.7	65.7	11.1
Queue Length 50th (ft)	~565	336	22	94	~397	172	~139	116	97	105	190	0
Queue Length 95th (ft)	m#609	m349	m30	m110	m#442	m#383	#277	164	#260	#232	#323	93
Internal Link Dist (ft)		3550			835			336			1210	
Turn Bay Length (ft)	660		240	250		110	240		275	190		190
Base Capacity (vph)	1055	2360	813	422	1362	576	155	575	460	155	669	505
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.19	0.60	0.18	0.59	1.06	0.98	1.11	0.58	0.83	0.95	0.99	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	880	866	102	81	1350	131	140	158	159	955
v/c Ratio	1.08	0.39	0.14	0.58	1.01	0.46	0.24	0.58	0.57	0.75
Control Delay	103.0	9.6	0.6	57.1	69.8	47.1	23.7	51.6	50.9	14.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.0	9.6	0.6	57.1	69.8	47.1	23.7	51.6	50.9	14.6
Queue Length 50th (ft)	~339	58	0	56	~277	84	25	109	109	123
Queue Length 95th (ft)	m#461	m77	m1	m103	#431	146	54	183	184	173
Internal Link Dist (ft)		835			416		161		1012	
Turn Bay Length (ft)	200		120	240		150		300		300
Base Capacity (vph)	814	2235	751	155	1336	287	588	273	280	1273
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.39	0.14	0.52	1.01	0.46	0.24	0.58	0.57	0.75

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	255	245	237	889	633	1341	415
v/c Ratio	0.65	0.55	0.53	0.39	0.41	0.41	0.27
Control Delay	37.2	18.1	17.4	8.7	2.3	5.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.2	18.1	17.4	8.7	2.3	5.0	0.4
Queue Length 50th (ft)	136	63	56	100	48	62	0
Queue Length 95th (ft)	189	124	112	123	78	88	0
Internal Link Dist (ft)		1134		890		708	
Turn Bay Length (ft)	640		350				
Base Capacity (vph)	613	623	624	2285	1530	3283	1530
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.39	0.38	0.39	0.41	0.41	0.27

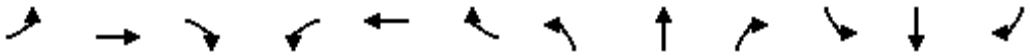
Intersection Summary



Lane Group	EBL2	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	262	416	1269	647	1277	414
v/c Ratio	0.25	0.83	0.43	0.42	0.62	0.27
Control Delay	22.5	39.7	14.9	0.1	7.8	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.5	39.7	14.9	0.1	7.8	0.4
Queue Length 50th (ft)	56	198	182	0	97	0
Queue Length 95th (ft)	75	276	m181	m0	172	0
Internal Link Dist (ft)			206		890	
Turn Bay Length (ft)	450	450		300		
Base Capacity (vph)	1326	634	2946	1530	2050	1530
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.66	0.43	0.42	0.62	0.27

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	682	545	95	137	1754	282	110	82	107	276	755	501
v/c Ratio	1.08	0.25	0.13	0.50	1.05	0.45	0.74	0.14	0.27	1.05	0.85dr	0.87
Control Delay	89.6	32.3	11.0	57.7	64.8	10.6	77.4	39.8	2.7	113.6	29.9	31.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.6	32.3	11.0	57.7	64.8	10.6	77.4	39.8	2.7	113.6	29.9	31.8
Queue Length 50th (ft)	~285	137	12	49	~490	25	77	26	0	~212	164	143
Queue Length 95th (ft)	#376	167	m47	m69	#557	m77	#154	47	5	#359	228	#332
Internal Link Dist (ft)		3550			835			336			1210	
Turn Bay Length (ft)	660		240	250		110	240		275	190		190
Base Capacity (vph)	633	2205	757	301	1675	632	155	575	397	264	941	574
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.25	0.13	0.46	1.05	0.45	0.71	0.14	0.27	1.05	0.80	0.87

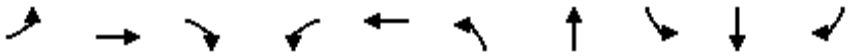
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	199	568	82	49	790	127	94	362	361	1176
v/c Ratio	0.30	0.32	0.14	0.39	0.75	0.44	0.17	0.82	0.81	0.76
Control Delay	32.9	20.4	5.0	73.2	65.0	46.7	14.6	54.0	52.6	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.9	20.4	5.0	73.2	65.0	46.7	14.6	54.0	52.6	18.1
Queue Length 50th (ft)	74	62	6	37	206	82	7	252	250	257
Queue Length 95th (ft)	m100	m73	m15	79	259	142	31	#411	#405	356
Internal Link Dist (ft)		835			416		161		1012	
Turn Bay Length (ft)	200		120	240		150		300		300
Base Capacity (vph)	663	1750	602	155	1048	287	569	442	448	1549
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.32	0.14	0.32	0.75	0.44	0.17	0.82	0.81	0.76

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	447	434	406	971	382	1013	484
v/c Ratio	0.69	0.70	0.67	0.55	0.25	0.40	0.32
Control Delay	27.8	24.9	23.8	15.6	0.4	6.1	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	24.9	23.8	15.6	0.4	6.1	0.8
Queue Length 50th (ft)	209	186	162	135	0	39	0
Queue Length 95th (ft)	285	270	238	168	0	50	10
Internal Link Dist (ft)		1134		890		708	
Turn Bay Length (ft)	640		350				
Base Capacity (vph)	775	741	722	1758	1530	2526	1530
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.59	0.56	0.55	0.25	0.40	0.32

Intersection Summary



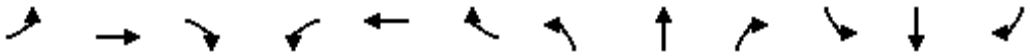
Lane Group	EBL2	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	372	788	968	425	1551	139
v/c Ratio	0.24	1.09	0.44	0.28	1.02	0.09
Control Delay	14.9	87.6	25.1	0.2	47.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	87.6	25.1	0.2	47.4	0.1
Queue Length 50th (ft)	62	~509	159	0	~518	0
Queue Length 95th (ft)	91	#734	m188	m0	#624	0
Internal Link Dist (ft)			206		890	
Turn Bay Length (ft)	450	450		300		
Base Capacity (vph)	1547	720	2184	1530	1520	1530
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	1.09	0.44	0.28	1.02	0.09

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



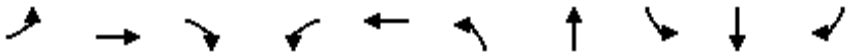
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1257	1436	150	250	1482	591	172	335	384	147	663	326
v/c Ratio	1.19	0.61	0.18	0.66	1.09	1.03	1.11	0.58	0.84	0.95	0.99	0.65
Control Delay	120.9	28.9	8.7	56.1	78.7	53.5	151.4	46.8	33.3	110.7	65.7	11.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	120.9	28.9	8.7	56.1	78.7	53.5	151.4	46.8	33.3	110.7	65.7	11.1
Queue Length 50th (ft)	~564	345	22	94	~441	~341	~139	116	98	105	190	0
Queue Length 95th (ft)	m#597	m353	m30	m112	m#467	m#425	#277	164	#261	#232	#323	93
Internal Link Dist (ft)		3550			835			336			1210	
Turn Bay Length (ft)	660		240	250		110	240		275	190		190
Base Capacity (vph)	1055	2360	813	422	1362	576	155	575	459	155	669	505
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.19	0.61	0.18	0.59	1.09	1.03	1.11	0.58	0.84	0.95	0.99	0.65

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	880	892	102	81	1417	131	140	166	171	955
v/c Ratio	1.08	0.42	0.14	0.58	1.06	0.46	0.24	0.61	0.61	0.69
Control Delay	87.0	14.2	1.4	66.1	95.2	47.1	23.7	52.7	52.5	19.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	87.0	14.2	1.4	66.1	95.2	47.1	23.7	52.7	52.5	19.2
Queue Length 50th (ft)	~368	147	6	60	~401	84	25	115	118	208
Queue Length 95th (ft)	m#489	m161	m7	m101	#499	146	54	191	196	292
Internal Link Dist (ft)		835			416		161		1012	
Turn Bay Length (ft)	200		120	240		150		300		300
Base Capacity (vph)	814	2119	716	155	1331	287	588	274	281	1376
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.42	0.14	0.52	1.06	0.46	0.24	0.61	0.61	0.69

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	262	249	241	950	633	1401	472
v/c Ratio	0.65	0.57	0.55	0.42	0.41	0.43	0.31
Control Delay	36.8	20.8	19.8	9.1	2.1	5.3	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.8	20.8	19.8	9.1	2.1	5.3	0.4
Queue Length 50th (ft)	141	76	68	111	40	67	0
Queue Length 95th (ft)	192	137	125	136	68	90	0
Internal Link Dist (ft)		1134		890		708	
Turn Bay Length (ft)	640		350				
Base Capacity (vph)	613	609	613	2265	1530	3254	1530
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.41	0.39	0.42	0.41	0.43	0.31

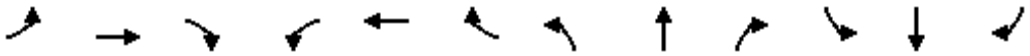
Intersection Summary



Lane Group	EBL2	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	300	416	1293	647	1314	438
v/c Ratio	0.29	0.83	0.44	0.42	0.64	0.29
Control Delay	22.9	40.0	14.8	0.1	8.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	40.0	14.8	0.1	8.4	0.4
Queue Length 50th (ft)	64	197	188	0	91	0
Queue Length 95th (ft)	86	280	m185	m0	186	0
Internal Link Dist (ft)			206		890	
Turn Bay Length (ft)	450	450		300		
Base Capacity (vph)	1312	626	2940	1530	2046	1530
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.66	0.44	0.42	0.64	0.29

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



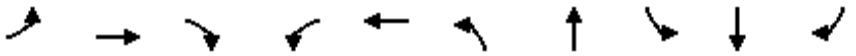
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	656	504	92	132	1677	259	106	79	103	265	710	467
v/c Ratio	0.81	0.22	0.12	0.46	1.08	0.45	0.65	0.13	0.25	0.95	0.68	0.67
Control Delay	34.4	7.1	0.8	63.2	77.6	16.3	67.2	39.6	2.0	90.3	19.2	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	7.1	0.8	63.2	77.6	16.3	67.2	39.6	2.0	90.3	19.2	8.6
Queue Length 50th (ft)	243	39	1	51	~480	54	74	25	0	188	102	0
Queue Length 95th (ft)	306	38	m0	m60	#571	m86	#149	47	6	#348	174	102
Internal Link Dist (ft)		3556			835			336			1210	
Turn Bay Length (ft)	660		240	250		110	240		275	190		190
Base Capacity (vph)	811	2335	798	318	1556	574	164	607	412	278	1040	699
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.22	0.12	0.42	1.08	0.45	0.65	0.13	0.25	0.95	0.68	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	218	666	89	57	955	146	110	436	434	1334
v/c Ratio	0.33	0.36	0.14	0.42	0.83	0.48	0.18	0.93	0.92	0.85
Control Delay	34.2	22.4	5.4	70.7	68.7	47.5	13.6	68.0	65.0	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.2	22.4	5.4	70.7	68.7	47.5	13.6	68.0	65.0	24.5
Queue Length 50th (ft)	65	111	7	43	259	94	7	316	312	362
Queue Length 95th (ft)	m94	m135	m17	m87	306	160	33	#521	#512	482
Internal Link Dist (ft)		835			416		161		1012	
Turn Bay Length (ft)	200		120	240		150		300		300
Base Capacity (vph)	668	1840	630	164	1151	303	607	467	473	1572
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.36	0.14	0.35	0.83	0.48	0.18	0.93	0.92	0.85

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	508	498	468	1192	680	1498	716
v/c Ratio	0.72	0.74	0.72	0.66	0.42	0.58	0.44
Control Delay	27.7	27.8	26.7	15.1	1.7	10.4	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	27.8	26.7	15.1	1.7	10.4	1.1
Queue Length 50th (ft)	225	219	193	164	28	87	0
Queue Length 95th (ft)	341	347	309	194	47	m123	m20
Internal Link Dist (ft)		1134		890		708	
Turn Bay Length (ft)	640		350				
Base Capacity (vph)	788	742	722	1796	1615	2580	1615
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.67	0.65	0.66	0.42	0.58	0.44

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



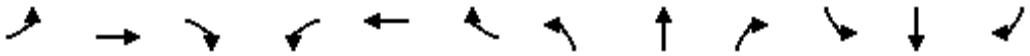
Lane Group	EBL2	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	560	1071	1312	605	2053	252
v/c Ratio	0.34	1.41	0.57	0.37	1.28	0.16
Control Delay	16.0	216.2	26.7	0.1	152.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	216.2	26.7	0.1	152.4	0.2
Queue Length 50th (ft)	100	~830	238	0	~782	0
Queue Length 95th (ft)	137	#1074	m238	m0	#924	0
Internal Link Dist (ft)			206		890	
Turn Bay Length (ft)	450	450		300		
Base Capacity (vph)	1634	760	2305	1615	1604	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	1.41	0.57	0.37	1.28	0.16

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



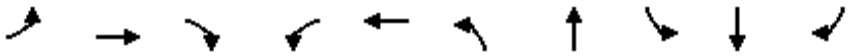
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1278	1542	153	255	1462	574	176	340	445	149	669	327
v/c Ratio	1.12	0.61	0.18	0.66	1.05	0.98	1.07	0.56	0.97	0.91	0.96	0.63
Control Delay	103.4	15.6	1.5	55.0	65.3	42.0	139.2	46.1	59.0	100.2	58.9	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.4	15.6	1.5	55.0	65.3	42.0	139.2	46.1	59.0	100.2	58.9	10.5
Queue Length 50th (ft)	~521	176	2	96	~426	250	~138	117	167	106	192	0
Queue Length 95th (ft)	m#553	m180	m3	m111	m#443	m#163	#278	165	#377	#230	#318	91
Internal Link Dist (ft)		3556			835			336			1210	
Turn Bay Length (ft)	660		240	250		110	240		275	190		190
Base Capacity (vph)	1146	2518	862	413	1391	583	164	607	458	164	696	519
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.12	0.61	0.18	0.62	1.05	0.98	1.07	0.56	0.97	0.91	0.96	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	1027	1095	124	86	1484	139	150	187	188	1051
v/c Ratio	1.15	0.49	0.17	0.55	1.09	0.46	0.24	0.65	0.64	0.72
Control Delay	111.1	16.4	2.4	62.5	101.7	46.8	23.4	54.3	53.5	20.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	111.1	16.4	2.4	62.5	101.7	46.8	23.4	54.3	53.5	20.4
Queue Length 50th (ft)	~452	196	9	63	~426	89	26	131	131	247
Queue Length 95th (ft)	m#560	m238	m14	m111	#528	153	56	212	212	335
Internal Link Dist (ft)		835			416		161		1012	
Turn Bay Length (ft)	200		120	240		150		300		300
Base Capacity (vph)	891	2216	745	180	1364	303	622	288	295	1457
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.15	0.49	0.17	0.48	1.09	0.46	0.24	0.65	0.64	0.72

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	332	320	306	1542	802	1653	556
v/c Ratio	0.70	0.72	0.69	0.67	0.50	0.50	0.34
Control Delay	36.9	35.5	33.9	10.1	1.5	4.0	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	35.5	33.9	10.1	1.5	4.0	0.4
Queue Length 50th (ft)	172	159	144	165	17	60	0
Queue Length 95th (ft)	255	247	225	197	33	87	m0
Internal Link Dist (ft)		1134		890		708	
Turn Bay Length (ft)	640		350				
Base Capacity (vph)	571	531	530	2291	1615	3291	1615
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.60	0.58	0.67	0.50	0.50	0.34

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL2	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	545	606	1823	823	1624	499
v/c Ratio	0.40	0.95	0.68	0.51	0.86	0.31
Control Delay	20.6	52.1	21.2	0.5	18.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	52.1	21.2	0.5	18.7	0.4
Queue Length 50th (ft)	110	315	283	0	286	0
Queue Length 95th (ft)	153	#534	m200	m0	368	0
Internal Link Dist (ft)			206		890	
Turn Bay Length (ft)	450	450		300		
Base Capacity (vph)	1400	654	2698	1615	1878	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.93	0.68	0.51	0.86	0.31

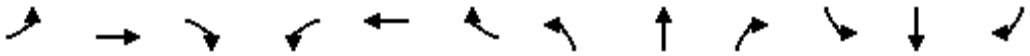
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/10/2021



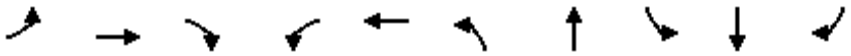
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	656	544	92	132	1686	271	106	79	103	265	710	467
v/c Ratio	0.81	0.23	0.12	0.46	1.08	0.47	0.65	0.13	0.25	0.95	0.68	0.67
Control Delay	57.3	28.1	8.9	63.3	79.5	16.9	67.2	39.6	2.0	90.3	19.2	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	28.1	8.9	63.3	79.5	16.9	67.2	39.6	2.0	90.3	19.2	8.6
Queue Length 50th (ft)	197	104	8	51	~483	58	74	25	0	188	102	0
Queue Length 95th (ft)	282	154	m38	m60	#577	m92	#149	47	6	#348	174	102
Internal Link Dist (ft)		3556			835			336			1210	
Turn Bay Length (ft)	660		240	250		110	240		275	190		190
Base Capacity (vph)	811	2335	798	318	1556	574	164	607	412	278	1040	699
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.23	0.12	0.42	1.08	0.47	0.65	0.13	0.25	0.95	0.68	0.67

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	218	706	89	57	975	146	110	442	453	1334
v/c Ratio	0.33	0.38	0.14	0.42	0.85	0.48	0.18	0.95	0.96	0.85
Control Delay	27.7	17.3	3.2	70.6	69.8	47.5	13.6	70.4	72.5	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.7	17.3	3.2	70.6	69.8	47.5	13.6	70.4	72.5	24.5
Queue Length 50th (ft)	57	106	6	43	265	94	7	322	331	363
Queue Length 95th (ft)	m71	m112	m16	m87	313	160	33	#530	#544	483
Internal Link Dist (ft)		835			416		161		1012	
Turn Bay Length (ft)	200		120	240		150		300		300
Base Capacity (vph)	668	1840	630	164	1150	303	607	467	473	1571
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.38	0.14	0.35	0.85	0.48	0.18	0.95	0.96	0.85

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	516	505	477	1285	680	1512	731
v/c Ratio	0.74	0.77	0.75	0.71	0.42	0.58	0.45
Control Delay	29.3	30.1	28.9	16.4	1.4	10.1	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	30.1	28.9	16.4	1.4	10.1	1.1
Queue Length 50th (ft)	237	235	209	183	18	86	0
Queue Length 95th (ft)	360	370	331	213	34	m116	m16
Internal Link Dist (ft)		1134		890		708	
Turn Bay Length (ft)	640		350				
Base Capacity (vph)	762	713	696	1819	1615	2614	1615
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.71	0.69	0.71	0.42	0.58	0.45

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL2	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	617	1071	1348	605	2061	258
v/c Ratio	0.38	1.41	0.58	0.37	1.28	0.16
Control Delay	16.4	216.2	27.0	0.1	154.4	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	216.2	27.0	0.1	154.4	0.2
Queue Length 50th (ft)	112	~830	245	0	~787	0
Queue Length 95th (ft)	153	#1074	m241	m0	#930	m0
Internal Link Dist (ft)			206		890	
Turn Bay Length (ft)	450	450		300		
Base Capacity (vph)	1634	760	2305	1615	1604	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	1.41	0.58	0.37	1.28	0.16

Intersection Summary

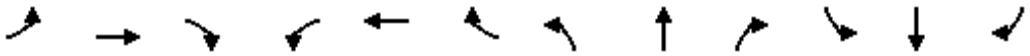
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m Volume for 95th percentile queue is metered by upstream signal.

Queues
1: 4th St/4th St-San Bernardino Ave & I-15 SB Ramps

02/10/2021



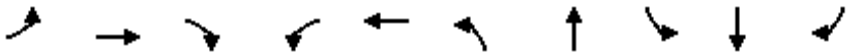
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	1278	1568	153	255	1504	600	176	340	445	149	669	327
v/c Ratio	1.12	0.62	0.18	0.66	1.08	1.03	1.07	0.56	0.97	0.91	0.96	0.63
Control Delay	90.0	26.9	7.2	54.4	75.1	52.2	139.2	46.1	59.6	100.2	58.9	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.0	26.9	7.2	54.4	75.1	52.2	139.2	46.1	59.6	100.2	58.9	10.5
Queue Length 50th (ft)	~543	357	21	96	~445	~349	~138	117	168	106	192	0
Queue Length 95th (ft)	m#603	m389	m27	m109	m#453	m#416	#278	165	#378	#230	#318	91
Internal Link Dist (ft)		3556			835			336			1210	
Turn Bay Length (ft)	660		240	250		110	240		275	190		190
Base Capacity (vph)	1146	2518	862	413	1391	583	164	607	457	164	696	519
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.12	0.62	0.18	0.62	1.08	1.03	1.07	0.56	0.97	0.91	0.96	0.63

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	1027	1121	124	86	1552	139	150	197	198	1051
v/c Ratio	1.20	0.51	0.17	0.55	1.10	0.46	0.24	0.68	0.67	0.73
Control Delay	130.5	17.1	2.4	62.1	105.9	46.8	23.4	56.3	55.4	21.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	130.5	17.1	2.4	62.1	105.9	46.8	23.4	56.3	55.4	21.5
Queue Length 50th (ft)	~465	234	9	62	~457	89	26	138	140	254
Queue Length 95th (ft)	m#573	m246	m14	m111	#560	153	56	#235	#225	345
Internal Link Dist (ft)		835			416		161		1012	
Turn Bay Length (ft)	200		120	240		150		300		300
Base Capacity (vph)	859	2216	744	180	1409	303	622	288	294	1430
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.20	0.51	0.17	0.48	1.10	0.46	0.24	0.68	0.67	0.73

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	340	324	310	1603	802	1713	613
v/c Ratio	0.72	0.73	0.70	0.70	0.50	0.52	0.38
Control Delay	37.6	36.7	34.8	10.5	1.3	4.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.6	36.7	34.8	10.5	1.3	4.4	0.4
Queue Length 50th (ft)	176	163	147	175	12	69	0
Queue Length 95th (ft)	264	256	232	206	25	92	m0
Internal Link Dist (ft)		1134		890		708	
Turn Bay Length (ft)	640		350				
Base Capacity (vph)	564	520	521	2288	1615	3288	1615
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.62	0.60	0.70	0.50	0.52	0.38

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL2	EBR	NBT	NBR	SBT	SBR
Lane Group Flow (vph)	584	606	1846	823	1661	523
v/c Ratio	0.43	0.95	0.68	0.51	0.88	0.32
Control Delay	21.0	52.4	21.3	0.6	20.3	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	52.4	21.3	0.6	20.3	0.5
Queue Length 50th (ft)	120	316	286	0	306	0
Queue Length 95th (ft)	164	#535	m201	m0	#393	0
Internal Link Dist (ft)			206		890	
Turn Bay Length (ft)	450	450		300		
Base Capacity (vph)	1400	653	2697	1615	1877	1615
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.93	0.68	0.51	0.88	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

NAPA STREET WAREHOUSE

CEQA TRANSPORTATION IMPACT ANALYSIS WAREHOUSE SCENARIO

JANUARY 29, 2021

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1.0 INTRODUCTION

This report presents the methodology, findings, and conclusions of the Transportation Impact Analysis (TIA) prepared for the proposed Napa Street warehouse development project. The proposed project site is located approximately 1,500 feet to the northeast of the intersection of Etiwanda Avenue and Napa Street in the City of Rancho Cucamonga. The project proposes the construction of approximately 648,330 square feet of warehousing uses.

1.1 Purpose of the Transportation Impact Analysis and Study Objectives

This report is intended to satisfy the requirements for a TIA established by the City of Rancho Cucamonga *Traffic Impact Analysis Guidelines* (June 2020) for an assessment of VMT and Active Transportation and Public Transit, as well as the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA).

1.2 Project Location

As stated earlier, the project is located approximately 1500 feet to the northeast of the intersection of Etiwanda Avenue and Napa Street in the City of Rancho Cucamonga. Figure 1 shows the regional location of the project. The project proposes 648,330 square feet of warehousing uses. The project opening year is 2022. The project zoning designation is Heavy Industrial. Figure 2 illustrates the site plan of the proposed project.

1.3 Project Description

The project proposes the construction of approximately 648,330 square feet of warehouse uses on an approximately 35.38-acre site. The project will construct two buildings with Building A consisting of 500,694 square feet of High-Cube Warehouse and Building B consisting of 147,636 square feet of Warehousing. The project will provide 380 auto parking stalls in surface parking lots at both Buildings A and B. Truck trailer parking will include a total of 107 parking stalls at both buildings. Access to the project will be provided via five driveways on Napa Street. All project driveways will include access for trucks and autos with the exception of driveway 4, which will include access for autos only. Previously referenced Figure 2 shows the site plan for the proposed project.

1.4 Analysis Scenarios

Based on the City guidelines, this report analyzes the project generated VMT and project effect on VMT for the following scenarios:

1. Baseline conditions;
2. Baseline plus project conditions;
3. Year 2040 without project conditions; and
4. Year 2040 plus project conditions.

2.0 METHODOLOGY AND CEQA SIGNIFICANT IMPACT THRESHOLDS

The following section includes the methodology for developing the VMT forecasts and includes the thresholds for VMT and Active Transportation and Public Transportation.

2.1 Analysis Methodology

The analysis methodology for the project generated VMT and project effect of VMT were developed consistent with the City VMT guidelines. This section discusses the methodology used to forecast the VMT.

2.2 Baseline Conditions

The baseline conditions VMT is derived from data provided from the baseline year 2016 SBTAM model within the City of Rancho Cucamonga.

2.3 Baseline Plus Project Conditions

The baseline plus project conditions VMT was derived by adding the project land use to a separate TAZ and a full base year model run was performed to isolate the VMT for the project. The project generated VMT was extracted from the



Legend

Project Location

FIGURE 1

Napa Warehouse
Regional Project Location

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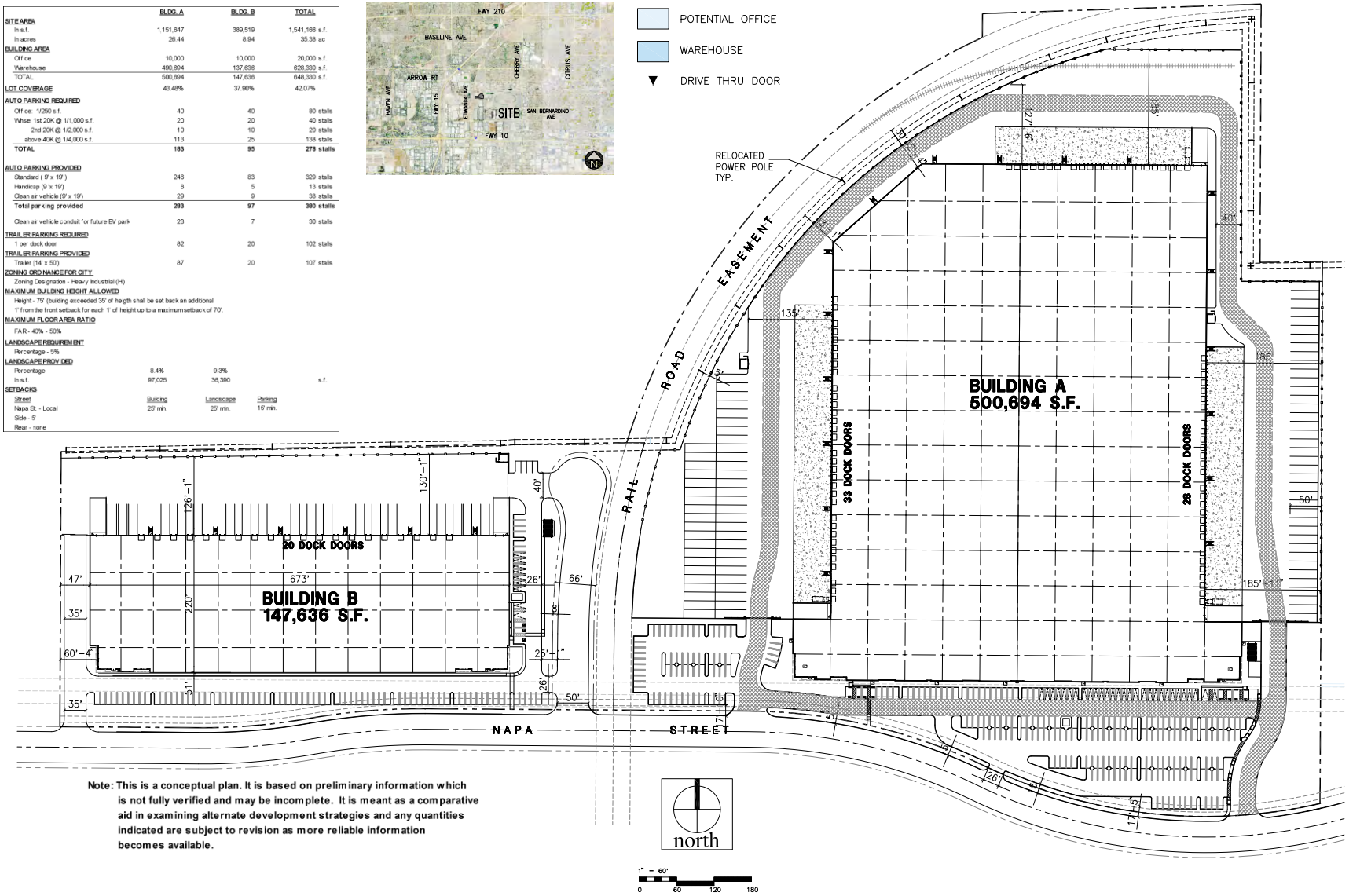
Tabulation

	BLDG. A	BLDG. B	TOTAL
SITE AREA			
In s.f.	1,151,847	389,519	1,541,166 s.f.
In acres	26.44	8.94	35.38 ac
BUILDING AREA			
Office	10,000	10,000	20,000 s.f.
Warehouse	490,694	137,636	628,330 s.f.
TOTAL	500,694	147,636	648,330 s.f.
LOT COVERAGE	43.48%	37.90%	42.07%
AUTO PARKING REQUIRED			
Office 1/250 s.f.	40	40	80 stalls
Whse: 1st 20K @ 1/1,000 s.f.	20	20	40 stalls
2nd 20K @ 1/2,000 s.f.	10	10	20 stalls
above 40K @ 1/4,000 s.f.	113	25	138 stalls
TOTAL	**183**	**95**	**278 stalls**
AUTO PARKING PROVIDED			
Standard (9' x 19')	246	83	329 stalls
Handicap (9' x 19')	8	5	13 stalls
Clean air vehicle (9' x 19')	29	9	38 stalls
Total parking provided	**283**	**97**	**380 stalls**
Clean air vehicle conduit for future EV park	23	7	30 stalls
TRAILER PARKING REQUIRED			
1 per dock door	82	20	102 stalls
TRAILER PARKING PROVIDED			
Trailer (14' x 50')	87	20	107 stalls
ZONING ORDINANCE FOR CITY			
Zoning Designation - Heavy Industrial (HI)			
MAXIMUM BUILDING HEIGHT ALLOWED			
Height - 75' (building exceeded 35' of height shall be set back an additional 1' from the front setback for each 1' of height up to a maximum setback of 70'.			
MAXIMUM FLOOR AREA RATIO			
FAR - 40% - 50%			
LANDSCAPE REQUIREMENT			
Percentage - 5%			
LANDSCAPE PROVIDED			
Percentage	8.4%	9.3%	
In s.f.	97,025	36,390	s.f.
SETBACKS			
Street	Building	Landscape	Parking
Napa St. - Local	25' min.	25' min.	15' min.
Side - 5'			
Rear - none			

Aerial Map

Legend

- POTENTIAL OFFICE
- WAREHOUSE
- ▼ DRIVE THRU DOOR



Note: This is a conceptual plan. It is based on preliminary information which is not fully verified and may be incomplete. It is meant as a comparative aid in examining alternate development strategies and any quantities indicated are subject to revision as more reliable information becomes available.

Source: HPA Architecture (July 6, 2020)

FIGURE 2

Napa Warehouse
Site Plan

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SBTAM using the production-attraction (P/A) trip matrix to isolate the home-based-work VMT for purposes of isolating the commute VMT.

2.4 Year 2040 Conditions

The year 2040 conditions VMT is derived from data provided from the year 2040 SBTAM model within the City of Rancho Cucamonga.

2.5 Year 2040 Plus Project Conditions

The year 2040 plus project conditions VMT was derived by adding the project land use to a separate TAZ and a full year 2040 model run was performed to isolate the VMT for the project. The project generated VMT was extracted from the SBTAM using the production-attraction (P/A) trip matrix to isolate the home-based-work VMT for purposes of isolating the commute VMT.

2.6 CEQA Significant Impact Thresholds

VMT Impact Thresholds

The City guidelines have established thresholds based on the baseline VMT performance in the City of Rancho Cucamonga. A project would result in a significant project generated VMT impact under either of the following conditions:

1. The baseline project generated VMT per service population exceeds the City of Rancho Cucamonga Baseline VMT per service population; or
2. The cumulative (2040) project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population.

The project's impact on VMT would also be considered significant if it resulted in the following:

3. The cumulative link-level boundary VMT per service population within City of Rancho Cucamonga increase under the plus project condition compared to the no project condition.

Active Transportation and Public Transit Impact Thresholds

The City guidelines have established thresholds for Active Transportation and Public Transit to determine potential impacts to public transit, pedestrian facilities and travel, and bicycle facilities and travel using the following criteria:

1. A significant impact occurs if the project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities.

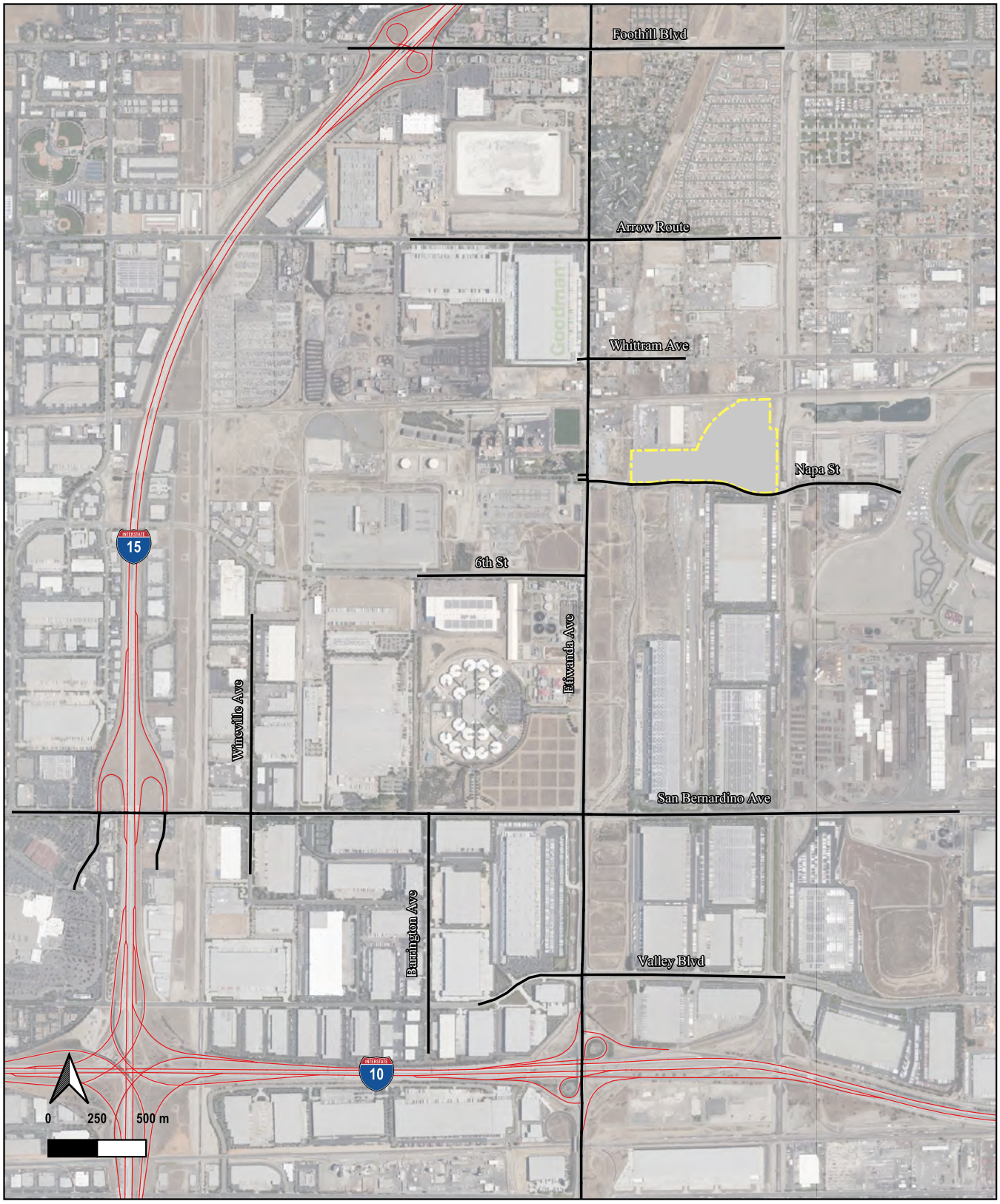
3.0 EXISTING CONDITIONS

This section discusses the existing transportation conditions in the study area.

3.1 Existing Roadway Conditions

Regional access to the project site is provided by Interstate 10 to the south and west, and State Route 210 to the north and Interstate 15 to the east. Figure 3 shows the existing roadway network adjacent to the project location. Local access is provided by the following roadways:

- **Foothill Boulevard** is oriented in the east-west direction. It is a six-lane divided roadway in the analysis area. Foothill Boulevard is classified as a Major Divided Arterial in the City's General Plan. Foothill Boulevard is also designated as a Principal Travel Corridor in the General Plan.
- **4th Street** is oriented in the east-west direction. It is a four-lane undivided roadway in the analysis area. 4th Street is classified as a Major Divided Arterial in the City's General Plan. 4th Street is also designated as a Principal Travel Corridor in the General Plan.
- **Arrow Route** is oriented in the east-west direction. It is a four-lane roadway in the analysis area. Arrow Route is classified as a Major Arterial in the City's General Plan. Arrow Route is also designated as a Secondary Travel Corridor in the General Plan.
- **Whittram Avenue** is oriented in the east-west direction. It is a two-lane roadway in the analysis area.
- **Napa Street** is oriented in the east-west direction. It is a four-lane roadway near the analysis area.



Legend

Project Location

FIGURE 3

Napa Warehouse
Existing Roadway Network

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- **6th Street** is oriented in the east-west direction. It is a four-lane roadway near the analysis area. In the City's General Plan, 6th Street is classified as a Secondary Roadway. 6th Street is also designated as a Tertiary Travel Corridor in the General Plan.
- **Etiwanda Avenue** is oriented in the north-south direction. It is a four-lane roadway near the analysis area. In the City's General Plan, Etiwanda Avenue is classified as a Major Arterial. Etiwanda Avenue is also designated as a Tertiary Travel Corridor in the General Plan.

3.2 Existing Bicycle & Pedestrian Facilities

The City's bikeway network includes three types of facilities and are discussed below:

- **Class I Bike Path** A Class I facilities are bicycle trails or paths that are essentially off street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed.
- **Class II Bike Lane** Class II bike lanes can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a Bike Lane adjacent to a parking lane can be four feet in width. Bike Lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings. ways delineate the right-of-way assigned to bicyclists along roadways. Bike lane signs and pavement markings help define these bike lanes.
- **Class III Bike Street** is a street providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage – both by the side of the street and stenciled on the roadway surface – alerts motorists to bicyclists sharing the roadway are called Bike Streets, and are enhancements of the standard Class III Bike Route, which is only indicated by small wayside signs.

Figure 4 illustrates the existing bicycle facilities near the project area. As shown in Figure 4, existing bicycle lanes are located on 4th Street west of Etiwanda Avenue, 6th Street west of Etiwanda Avenue, Arrow Route west of Ilex Street, and Foothill Boulevard west of East Avenue.

Pedestrian circulation in Rancho Cucamonga is primarily provided via sidewalks. Figure 5 illustrates the existing pedestrian facilities adjacent to the project. As illustrated in Figure 5, there are continuous sidewalks adjacent to the project on Napa Street.

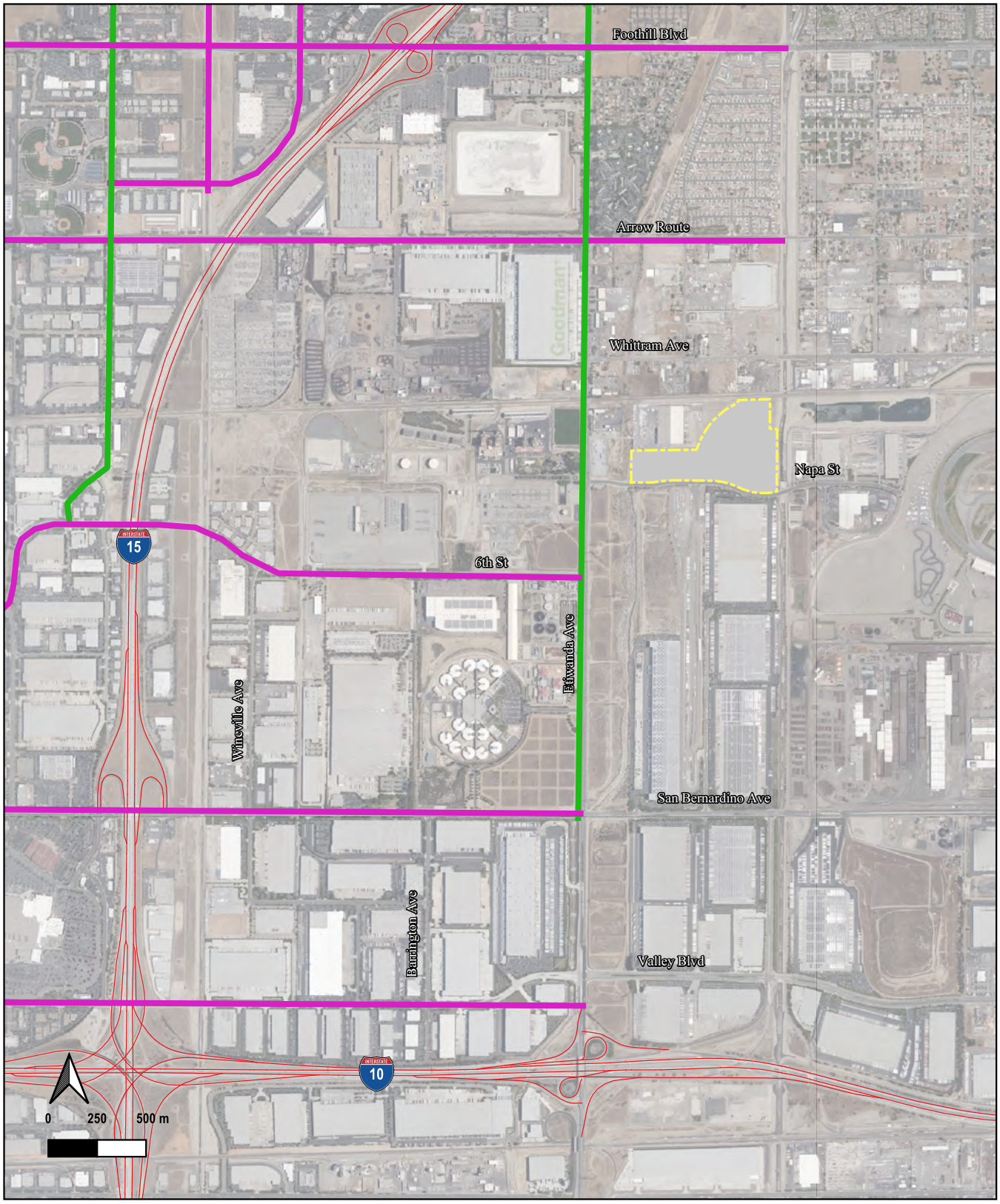
3.3 Existing Transit Service

Public transportation services within the City of Rancho Cucamonga and near the proposed project include bus transit service (Omnitrans) and commuter rail transportation (Metrolink). These services are further described below.

Bus Service. Public transportation in the City of Rancho Cucamonga is mainly provided by Omnitrans, which is the regional transit operator in San Bernardino County. The following transit routes operate near the project:

- **Route 66** provides service near the project site and connects the project site to Fontana and Montclair. Near the study area, Route 66 travels along Foothill Boulevard with the closest stop at the intersection of Etiwanda Avenue and Foothill Boulevard to the north of the project. Route 66 operates at 15-minute headways during the day on weekdays and at 30-minute headways on the weekend.
- **Route 61** provides service near the project site and connects the project site to Fontana and Montclair. Near the study area, Route 61 travels along 4th Street/San Bernardino Avenue with the closest stop at the intersection of Etiwanda Avenue and 4th Street/San Bernardino Avenue to the south of the project. Route 61 operates at 20 to 30-minute headways during the day on weekdays and at 30-minute headways on the weekend.

Commuter Rail Service. Commuter rail service is provided by Metrolink, which is operated by the Southern California Regional Rail Authority (SCRRA). Metrolink train service is available between the counties of Ventura, Los Angeles, San Bernardino, Orange, Riverside, and north San Diego. The area is served by the San Bernardino Line, which runs east-west between the San Bernardino Station and the Los Angeles Union Station. The Rancho Cucamonga Station is the



Legend

Project Location

Bicycle_Plan_Public-shp Bicycle_Plan

Existing Class II

Proposed Class II

FIGURE 4

Napa Warehouse
Existing Bicycle Facilities

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Legend

Project Location Sidewalks

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FIGURE 5
Napa Warehouse
Existing Pedestrian Facilities

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nearest Metrolink station to the project site and is approximately 2.5 miles from the project site. Figure 6 illustrates the transit lines within the project area.

4.0 ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS

This section discusses the potential impacts a project may incur if a project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance of safety of such facilities.

4.1 Bicycle, Pedestrian, & Transit Facilities

The City of Rancho Cucamonga published a Circulation Master Plan for Bicyclists and Pedestrians in May 2015 that recommended bicycle programs to improve facilities that can make it safer for users of all ages. The plan developed bicycle facilities network recommendations as well as additional suggestions on improving bicycle facilities, intersections, bicycle sharing, wayfinding, and bicycle parking. Pedestrian facility recommendations included sidewalk gap closures and high priority segments. Trail improvements included wayfinding, high visibility crosswalks, and sidewalk furniture.

Figure 4 illustrates the proposed bicycle facilities near the project area. As shown in Figure 4, bicycle lanes are proposed on Etiwanda Avenue from 4th Street/San Bernardino Avenue to north of Foothill Boulevard and on Rochester Avenue from 6th Street to north of Foothill Boulevard. The City priority segments for sidewalk improvements are shown in Figure 7.

The City of Rancho Cucamonga Transit Plan in the 2010 General Plan identified two future major transit corridors – an east-west transit corridor along Foothill Boulevard and a north-south transit corridor along Haven Avenue. The Bus Rapid Transit is to operate along these two corridors, forming the backbone of the bus transit service in the City. SBCTA has initiated a 35-mile BRT route connecting Rancho Cucamonga, Pomona, Montclair, Ontario, and Fontana. The first phase will include the Milliken alignment, starting from Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga. Phase II will connect Ontario International Airport in Ontario to Kaiser Permanente Medical Center in Fontana. Figure 8 illustrates the future transit facilities including the planned Rapid Transit Stops on Haven Avenue and Foothill Boulevard.

The project does not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. The project will not change roadway designations from those in the City's General Plan. The project will also not decrease the performance of safety of any of the facilities. Therefore, the project impact is considered less than significant.

5.0 VEHICLE MILES TRAVELED (VMT) ANALYSIS

This section discusses the existing transportation conditions in the study area.

5.1 SBCTA VMT SCREENING TOOL

At the request of City staff, the VMT per service population for the TAZ in which the project is located has been conducted using the online SBCTA VMT Screening Tool. Figure 9 shows the baseline VMT per service population using the VMT Screening Tool. As shown in Figure 9, the project is located in TAZ 53702402 and the baseline VMT per service population for the entire TAZ is 39.9 miles. Figure 10 shows the year 2040 VMT per service population using the VMT Screening Tool. As shown in Figure 10, the year 2040 VMT per service population for the entire TAZ is 39.6 miles.

5.2 PROJECT GENERATED VMT

The project generated VMT compares the project generated VMT per service population to the City of Rancho Cucamonga VMT per service population under baseline and year 2040 conditions.

Baseline Project Conditions

Table A shows the baseline project VMT per service population. As shown in Table A, the baseline project VMT per service population is 25 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline project generated VMT per service population



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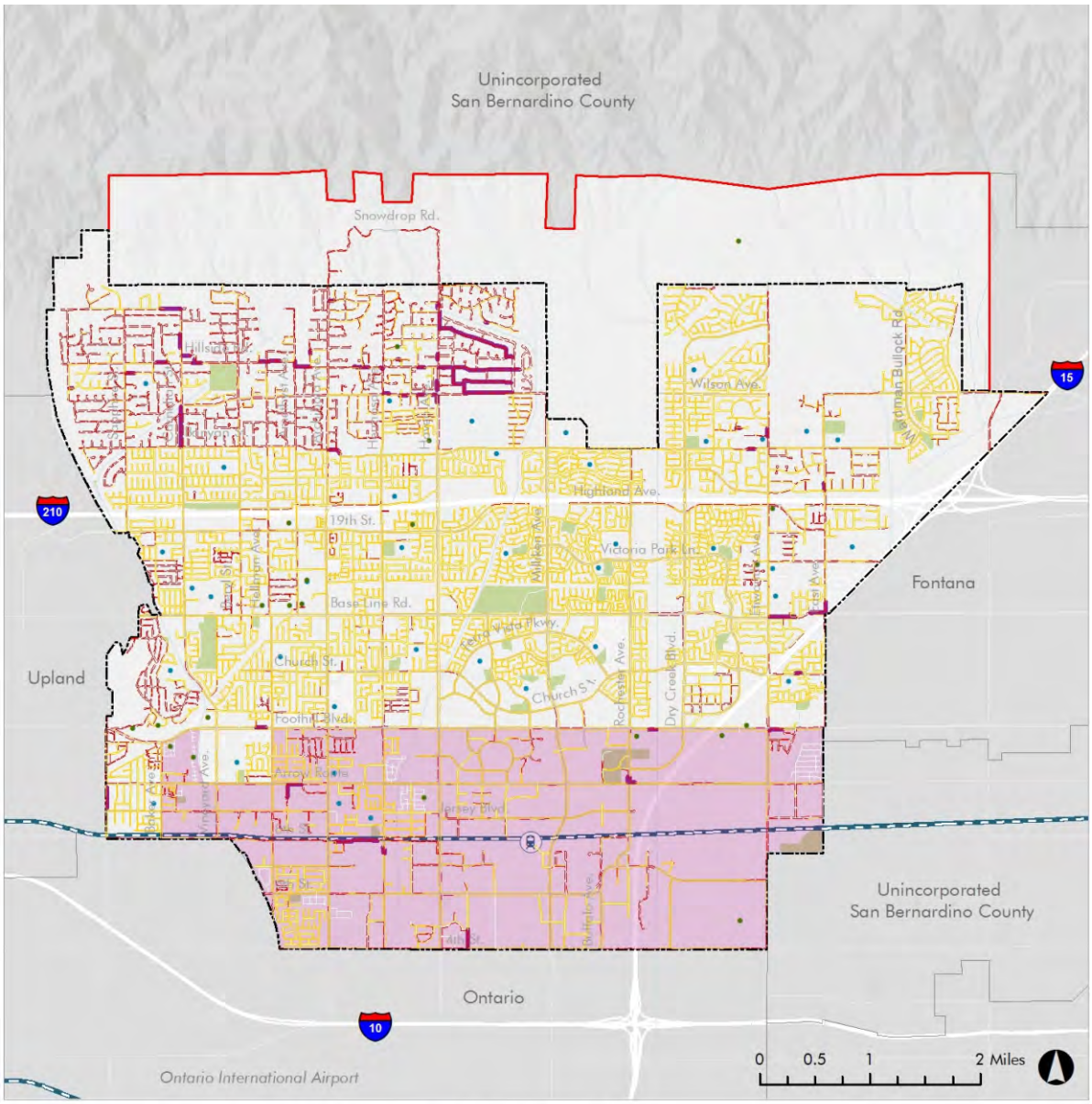
Project Location | Route 66 | Route 61 | Bus Stops

FIGURE 6

Napa Warehouse
Existing Transit Facilities

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Fehr & Peers, 2020 | Sources: City of Rancho Cucamonga, 2019; CalEnviroScreen 3.0, 2018.

- Points of Interest
- Schools
- Existing Sidewalk
- Missing Sidewalk
- Priority Segment for Sidewlak Improvements
- Disadvantaged Communities (Top 25%)
- Rancho Cucamonga City Limits
- Sphere of Influence
- Adjacent City Limits
- Parks
- Waterways
- Metrolink Station
- Metrolink

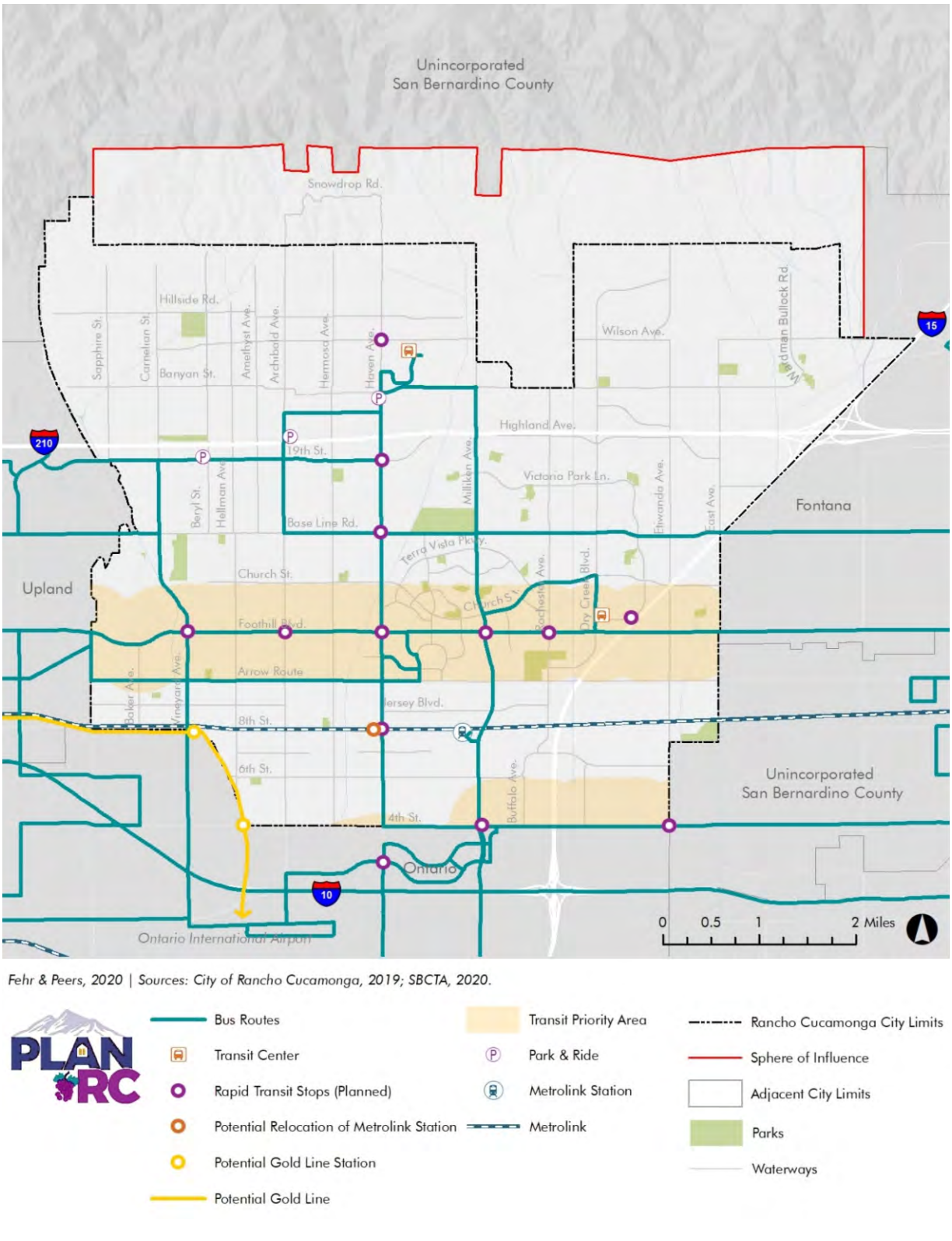
Source: City of Rancho Cucamonga Community Mobility (May, 2020)

FIGURE 7

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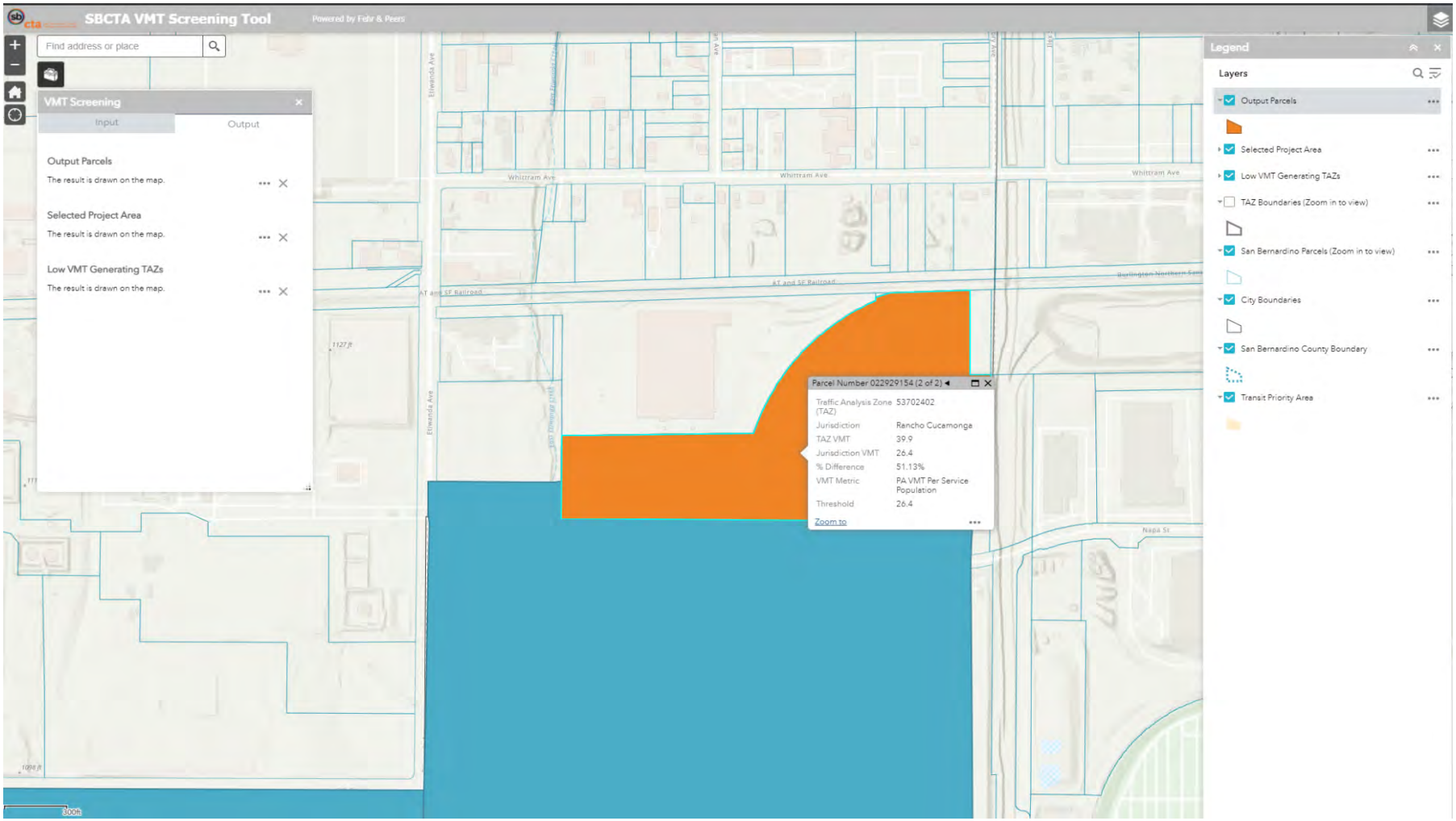
Napa Street Warehouse
Rancho Cucamonga Priority Segments for Sidewalk Improvements

D:\Projects\Hillwood - Napa Street\Analysis\VMT\z40 Priority Sidewalk Segments.cdr



Source: City of Rancho Cucamonga Community Mobility (May, 2020)

FIGURE 8

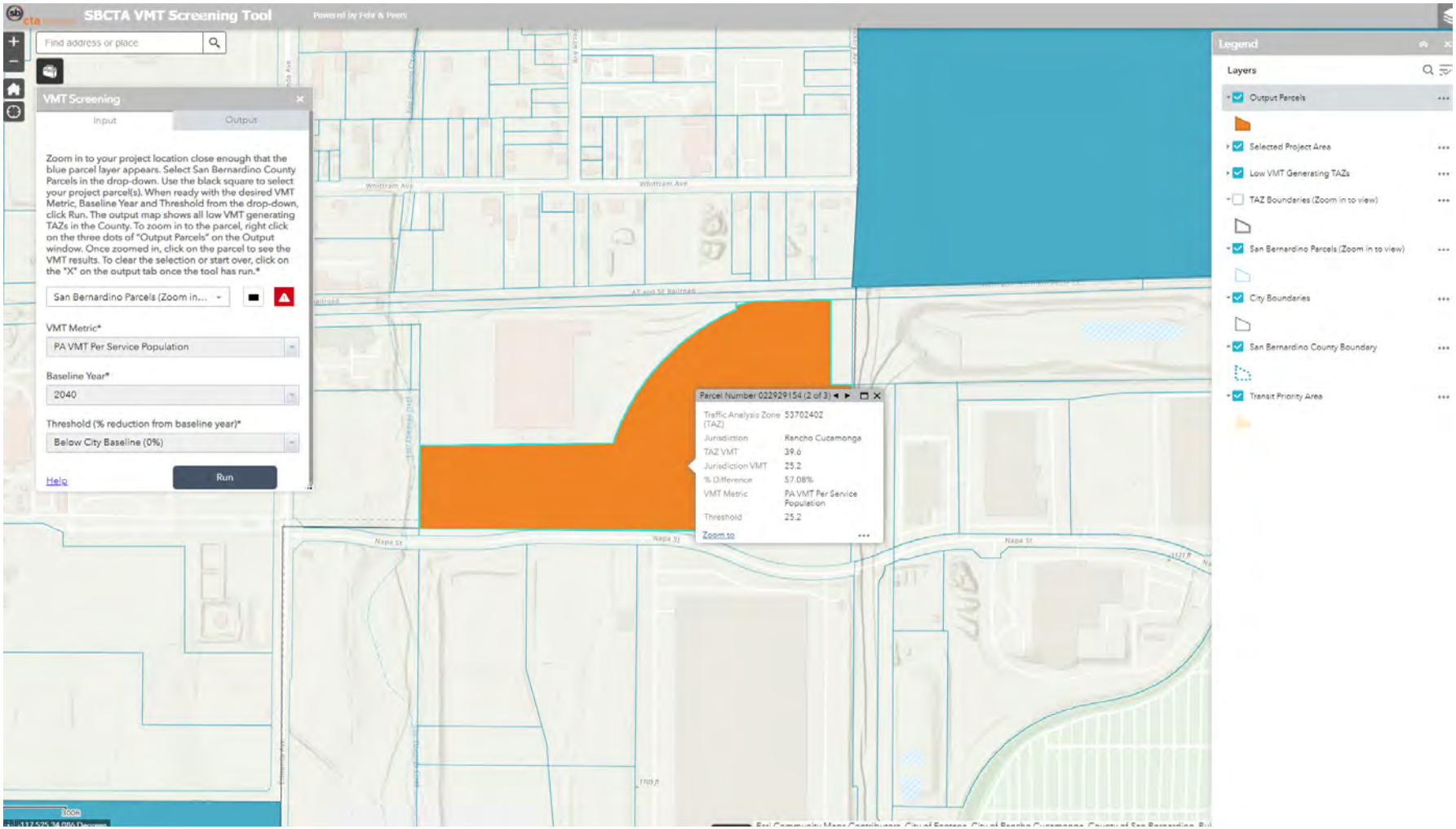


Source: SBCTA VMT Screening Tool

FIGURE 9

Napa Street E-Commerce Warehouse
SBCTA VMT Screening Tool Baseline VMT per Service Population

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Source: SBCTA VMT Screening Tool

FIGURE 10

Napa Street E-Commerce Warehouse
SBCTA VMT Screening Tool Year 2040 VMT per Service Population

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Table A: Project VMT per Service Population

500 Employee Scenario	Threshold*	2016 Project Zone	2040 Project Zone
Total PA VMT		12,507	11,930
Population		0	0
Total Employment		500	500
Total Service Population		500	500
VMT/Service Population	**26.5**	**25.0**	**23.9**
Impact?	**NO**		

Notes:

* Based on City of Rancho Cucamonga Traffic Impact Analysis Guidelines

exceeds the City of Rancho Cucamonga baseline VMT per service population. The project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under baseline conditions.

Year 2040 Project Conditions

Table A shows the year 2040 project VMT per service population. As shown in Table A, the year 2040 project VMT per service population is 23.9 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The year 2040 project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under year 2040 conditions.

5.3 PROJECT EFFECT ON VMT

The project effect on VMT compares how the project changes VMT on the Citywide network and compares it to the no project condition under baseline and year 2040 conditions.

Baseline Plus Project Conditions

Table B below shows the baseline plus project effect on VMT per service population. As shown in Table B, the baseline plus project VMT per service population is 14.8 miles. The baseline no project VMT per service population for the City is 18.2 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline boundary VMT per service population within the City of Rancho Cucamonga increases under the plus project condition compared to the no project condition. The baseline plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under baseline plus project conditions.

Year 2040 Plus Project Conditions

Table B below shows the year 2040 plus project VMT per service population. As shown in Table B, the year 2040 plus project VMT per service population is 18.9 miles. The year 2040 no project VMT per service population for the City is 19.0 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 boundary VMT per service population within the City of Rancho Cucamonga increases under the plus project condition compared to the no project condition. The year 2040 plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under year 2040 plus project conditions.

6.0 IMPACT CRITERIA FOR CEQA DETERMINATION

This section evaluates the CEQA checklist for impact evaluation.

A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The project is consistent with the City's adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance of safety of such facilities. The project will not change roadway designations from those in the City's General Plan. The project will also not result in removal of any of the facilities listed above. Therefore, the project impact is considered less than significant.

B. Conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b)?

The baseline project VMT per service population is 25 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under baseline conditions.

The year 2040 project VMT per service population is 23.9 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City thresholds, a project would have a significant VMT impact if the year

Table B: Project Effect on VMT per Service Population

500 Employee Scenario	2016		2040	
	No Project	With Project	No Project	With Project
Total PA VMT	79,766,231	64,634,435	104,796,393	104,636,081
Population	3,190,529	3,190,529	3,863,759	3,863,759
Total Employment	1,183,597	1,184,097	1,664,945	1,665,445
Total Service Population	4,374,126	4,374,626	5,528,704	5,529,204
VMT/Service Population	**18.2**	**14.8**	**19.0**	**18.9**
Impact?	**NO**		**NO**	

Notes:

* The average trip length was calculated at 11.5 miles and the 23 mile radius was selected based on 2 times the average trip length.

2040 project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The year 2040 project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under year 2040 conditions.

The baseline plus project VMT per service population is 14.8 miles. The baseline no project VMT per service population for the City is 18.2 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline boundary VMT per service population within the City of Rancho Cucamonga increases under the plus project condition compared to the no project condition. The baseline plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under baseline plus project conditions.

The year 2040 plus project VMT per service population is 18.9 miles. The year 2040 no project VMT per service population for the City is 19.0 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 boundary VMT per service population within the City of Rancho Cucamonga increases under the plus project condition compared to the no project condition. The year 2040 plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under year 2040 plus project conditions.

C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The design of driveways will be based on City Code, which sets the standard for such design. It is not anticipated that traffic hazards will increase, therefore, the project impact is considered less than significant.

D. Result in inadequate emergency access?

The proposed driveways will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments. The project will not increase delays on street segments substantially, therefore, the project will not result in inadequate emergency access, and the project impact is considered less than significant.

7.0 SUMMARY & CONCLUSIONS

Project Description. The project proposes the construction of approximately 648,330 square feet of warehousing uses on an approximately 35.38-acre site. The project will provide 380 auto parking stalls in surface parking lots at both Buildings A and B. Truck trailer parking will include a total of 107 parking stalls at both buildings. Access to the project will be provided via five driveways on Napa Street. All project driveways will include access for trucks and autos with the exception of driveway 4, which will include access for autos only.

Project Generated VMT

The baseline project VMT per service population is 25 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under baseline conditions.

The year 2040 project VMT per service population is 23.9 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The year 2040 project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under year 2040 conditions.

Project Effect on VMT

The baseline plus project VMT per service population is 14.8 miles. The baseline no project VMT per service population for the City is 18.2 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline boundary VMT per service population within the City of Rancho Cucamonga increases under the plus project condition compared to the no project condition. The baseline plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under baseline plus project conditions.

The year 2040 plus project VMT per service population is 18.9 miles. The year 2040 no project VMT per service population for the City is 19.0 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 boundary VMT per service population within the City of Rancho Cucamonga increases under the plus project condition compared to the no project condition. The year 2040 plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under year 2040 plus project conditions.

NAPA STREET WAREHOUSE

CEQA TRANSPORTATION IMPACT ANALYSIS E-COMMERCE SCENARIO

JANUARY 29, 2021

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1.0 INTRODUCTION

This report presents the methodology, findings, and conclusions of the Transportation Impact Analysis (TIA) prepared for the proposed Napa Street warehouse development project. The proposed project site is located approximately 1,500 feet to the northeast of the intersection of Etiwanda Avenue and Napa Street in the City of Rancho Cucamonga. The project proposes the construction of approximately 500,743 square feet of E-Commerce warehouse uses.

1.1 Purpose of the Transportation Impact Analysis and Study Objectives

This report is intended to satisfy the requirements for a TIA established by the City of Rancho Cucamonga *Traffic Impact Analysis Guidelines* (June 2020) for an assessment of VMT and Active Transportation and Public Transit, as well as the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA).

1.2 Project Location

As stated earlier, the project is located approximately 1500 feet to the northeast of the intersection of Etiwanda Avenue and Napa Street in the City of Rancho Cucamonga. Figure 1 shows the regional location of the project. The project proposes 500,743 square feet of E-Commerce warehouse uses. The project opening year is 2022. The project zoning designation is Heavy Industrial. Figure 2 illustrates the site plan of the proposed project.

1.3 Project Description

The project proposes the construction of approximately 500,743 square feet of E-Commerce building uses on an approximately 35.38-acre site. The project will provide 1,467 auto parking stalls in surface parking lots adjacent to the main building a surface parking lot to the west of the main building. Truck trailer parking will include a total of 54 parking stalls to the north and east of the main building. Access to the project will be provided via five driveways on Napa Street. The easternmost driveway on Napa Street includes full access for trucks and autos. The remaining four driveways will provide full access to autos only. Previously referenced Figure 2 shows the site plan for the proposed project.

1.4 Analysis Scenarios

Based on the City guidelines, this report analyzes the project generated VMT and project effect on VMT for the following scenarios:

1. Baseline conditions;
2. Baseline plus project conditions;
3. Year 2040 without project conditions; and
4. Year 2040 plus project conditions.

2.0 METHODOLOGY AND CEQA SIGNIFICANT IMPACT THRESHOLDS

The following section includes the methodology for developing the VMT forecasts and includes the thresholds for VMT and Active Transportation and Public Transportation.

2.1 Analysis Methodology

The analysis methodology for the project generated VMT and project effect of VMT were developed consistent with the City VMT guidelines. This section discusses the methodology used to forecast the VMT.

2.2 Baseline Conditions

The baseline conditions VMT is derived from data provided from the baseline year 2016 SBTAM model within the City of Rancho Cucamonga.

2.3 Baseline Plus Project Conditions

The baseline plus project conditions VMT was derived by adding the project land use to a separate TAZ and a full base year model run was performed to isolate the VMT for the project. The project generated VMT was extracted from the



Legend

Project Location

FIGURE 1

Napa E-Commerce Warehouse
Regional Project Location

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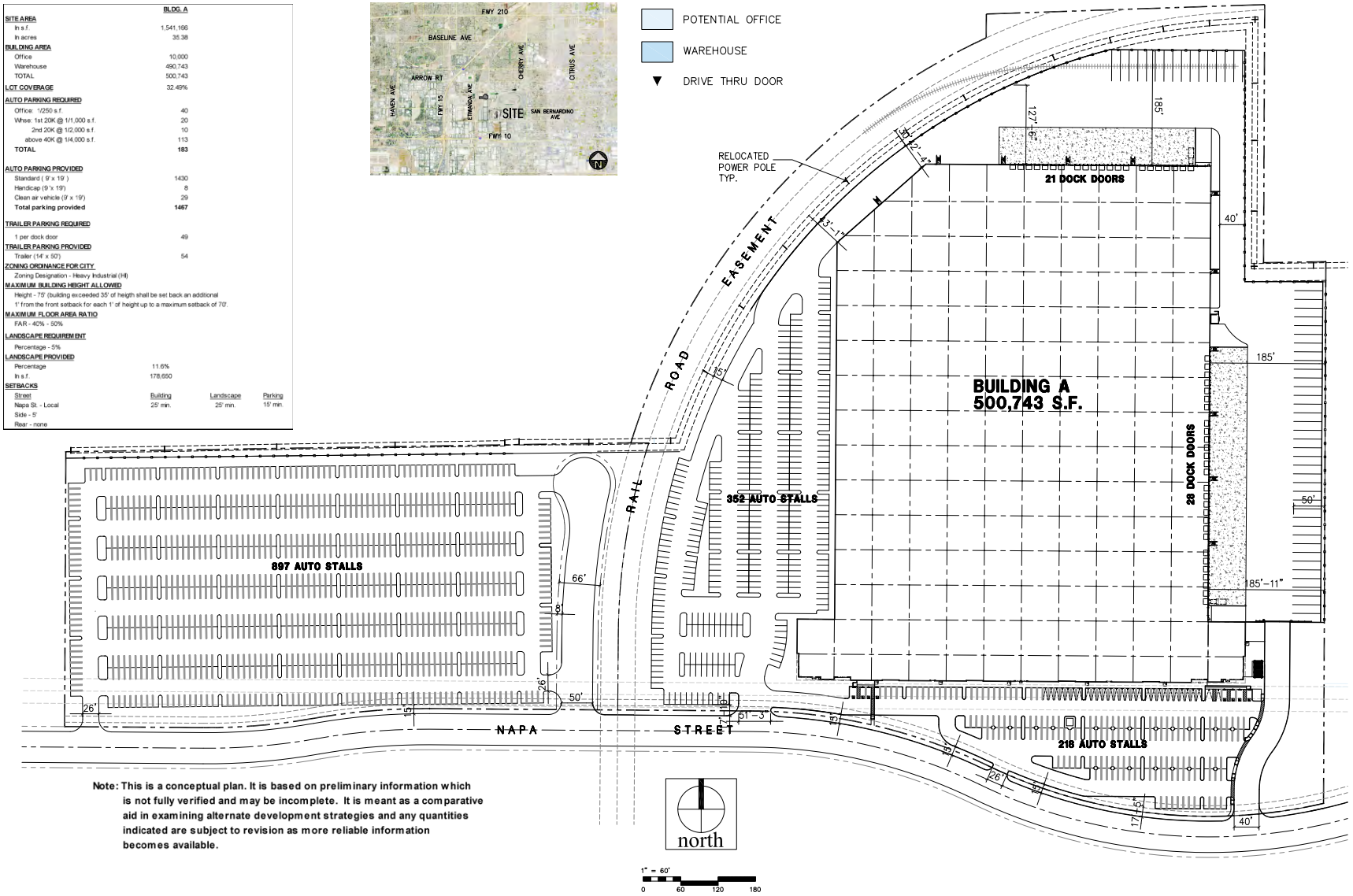
Tabulation

	BLDG. A		
SITE AREA			
In s.f.	1,541,166		
In acres	35.38		
BUILDING AREA			
Office	10,000		
Warehouse	490,743		
TOTAL	500,743		
LOT COVERAGE	32.49%		
AUTO PARKING REQUIRED			
Office: 1/250 s.f.	40		
Whse: 1st 20K @ 1/1,000 s.f.	20		
2nd 20K @ 1/2,000 s.f.	10		
above 40K @ 1/4,000 s.f.	113		
TOTAL	**183**		
AUTO PARKING PROVIDED			
Standard (9' x 19')	1430		
Handicap (9' x 19')	8		
Clean air vehicle (9' x 19')	29		
Total parking provided	**1467**		
TRAILER PARKING REQUIRED			
1 per dock door	49		
TRAILER PARKING PROVIDED			
Trailer (14' x 50')	54		
ZONING ORDINANCE FOR CITY			
Zoning Designation - Heavy Industrial (HI)			
MAXIMUM BUILDING HEIGHT ALLOWED			
Height - 75' (building exceeded 35' of heigth shall be set back an additional 1' from the front setback for each 1' of height up to a maximum setback of 70'.			
MAXIMUM FLOOR AREA RATIO			
FAR - 40% - 50%			
LANDSCAPE REQUIREMENT			
Percentage - 5%			
LANDSCAPE PROVIDED			
Percentage	11.6%		
In s.f.	178,650		
SETBACKS			
Street	Building	Landscape	Parking
Napa St. - Local	25' min.	25' min.	15' min.
Side - 5'			
Rear - none			

Aerial Map

Legend

- POTENTIAL OFFICE
- WAREHOUSE
- ▼ DRIVE THRU DOOR



Note: This is a conceptual plan. It is based on preliminary information which is not fully verified and may be incomplete. It is meant as a comparative aid in examining alternate development strategies and any quantities indicated are subject to revision as more reliable information becomes available.

Source: HPA Architecture (July 16, 2020)

FIGURE 2

Napa E-Commerce Warehouse
Site Plan

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SBTAM using the production-attraction (P/A) trip matrix to isolate the home-based-work VMT for purposes of isolating the commute VMT.

2.4 Year 2040 Conditions

The year 2040 conditions VMT is derived from data provided from the year 2040 SBTAM model within the City of Rancho Cucamonga.

2.5 Year 2040 Plus Project Conditions

The year 2040 plus project conditions VMT was derived by adding the project land use to a separate TAZ and a full year 2040 model run was performed to isolate the VMT for the project. The project generated VMT was extracted from the SBTAM using the production-attraction (P/A) trip matrix to isolate the home-based-work VMT for purposes of isolating the commute VMT.

2.6 CEQA Significant Impact Thresholds

VMT Impact Thresholds

The City guidelines have established thresholds based on the baseline VMT performance in the City of Rancho Cucamonga. A project would result in a significant project generated VMT impact under either of the following conditions:

1. The baseline project generated VMT per service population exceeds the City of Rancho Cucamonga Baseline VMT per service population; or
2. The cumulative (2040) project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population.
   The baseline VMT per service population for the City of Rancho Cucamonga using the P/A method is 26.5.

The project's impact on VMT would also be considered significant if it resulted in the following:

3. The cumulative link-level boundary VMT per service population within City of Rancho Cucamonga increase under the plus project condition compared to the no project condition.

Active Transportation and Public Transit Impact Thresholds

The City guidelines have established thresholds for Active Transportation and Public Transit to determine potential impacts to public transit, pedestrian facilities and travel, and bicycle facilities and travel using the following criteria:

1. A significant impact occurs if the project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities.

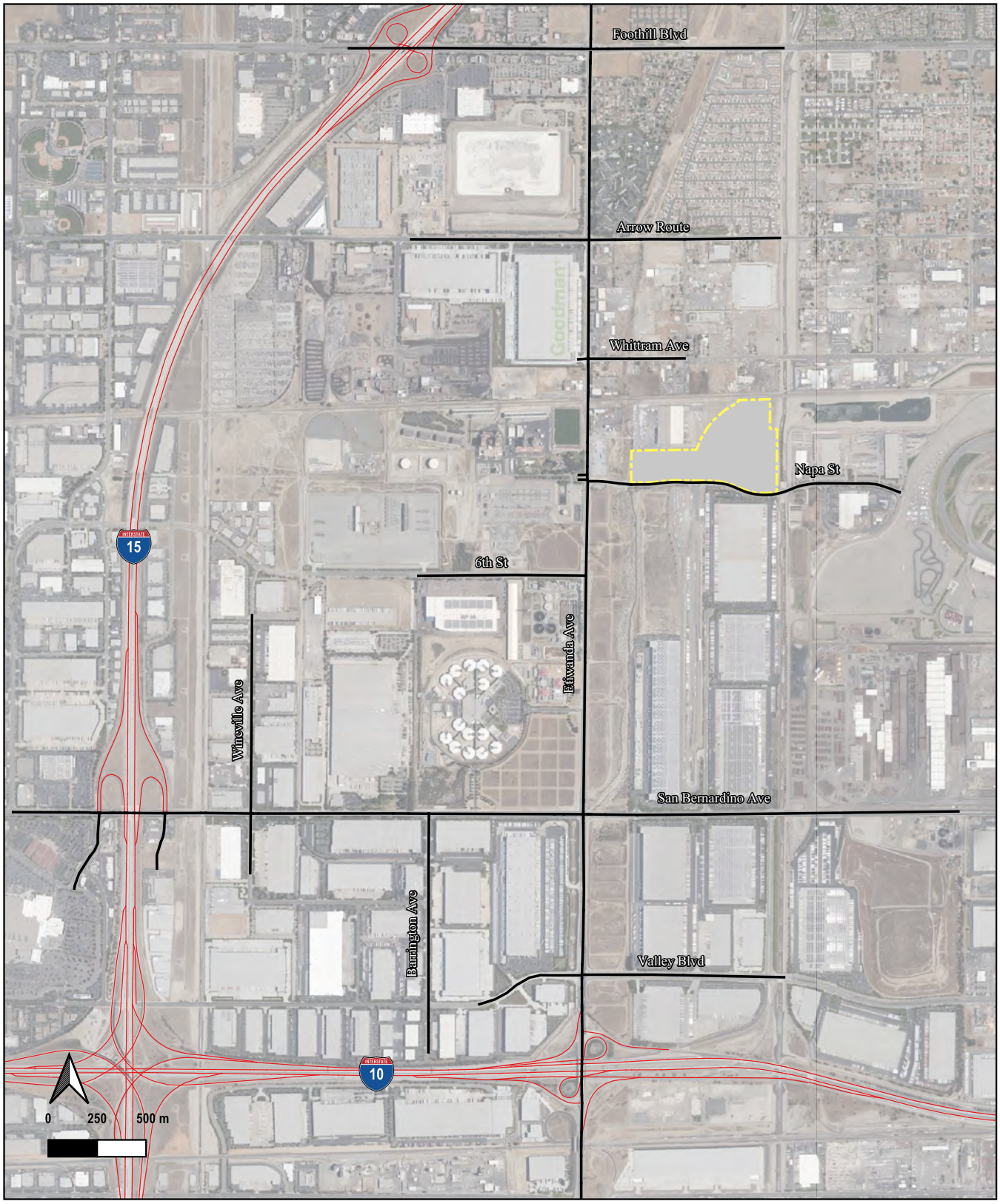
3.0 EXISTING CONDITIONS

This section discusses the existing transportation conditions in the study area.

3.1 Existing Roadway Conditions

Regional access to the project site is provided by Interstate 10 to the south and west, and State Route 210 to the north and Interstate 15 to the east. Figure 3 shows the existing roadway network adjacent to the project location. Local access is provided by the following roadways:

- **Foothill Boulevard** is oriented in the east-west direction. It is a six-lane divided roadway in the analysis area. Foothill Boulevard is classified as a Major Divided Arterial in the City's General Plan. Foothill Boulevard is also designated as a Principal Travel Corridor in the General Plan.
- **4th Street** is oriented in the east-west direction. It is a four-lane undivided roadway in the analysis area. 4th Street is classified as a Major Divided Arterial in the City's General Plan. 4th Street is also designated as a Principal Travel Corridor in the General Plan.
- **Arrow Route** is oriented in the east-west direction. It is a four-lane roadway in the analysis area. Arrow Route is classified as a Major Arterial in the City's General Plan. Arrow Route is also designated as a Secondary Travel Corridor in the General Plan.
- **Whittram Avenue** is oriented in the east-west direction. It is a two-lane roadway in the analysis area.
- **Napa Street** is oriented in the east-west direction. It is a four-lane roadway near the analysis area.



Legend

Project Location

FIGURE 3

Napa E-Commerce Warehouse
Existing Roadway Network

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- **6th Street** is oriented in the east-west direction. It is a four-lane roadway near the analysis area. In the City's General Plan, 6th Street is classified as a Secondary Roadway. 6th Street is also designated as a Tertiary Travel Corridor in the General Plan.
- **Etiwanda Avenue** is oriented in the north-south direction. It is a four-lane roadway near the analysis area. In the City's General Plan, Etiwanda Avenue is classified as a Major Arterial. Etiwanda Avenue is also designated as a Tertiary Travel Corridor in the General Plan.

3.2 Existing Bicycle & Pedestrian Facilities

The City's bikeway network includes three types of facilities and are discussed below:

- **Class I Bike Path** A Class I facilities are bicycle trails or paths that are essentially off street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed.
- **Class II Bike Lane** Class II bike lanes can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a Bike Lane adjacent to a parking lane can be four feet in width. Bike Lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings. ways delineate the right-of-way assigned to bicyclists along roadways. Bike lane signs and pavement markings help define these bike lanes.
- **Class III Bike Street** is a street providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage – both by the side of the street and stenciled on the roadway surface – alerts motorists to bicyclists sharing the roadway are called Bike Streets, and are enhancements of the standard Class III Bike Route, which is only indicated by small wayside signs.

Figure 4 illustrates the existing bicycle facilities near the project area. As shown in Figure 4, existing bicycle lanes are located on 4th Street west of Etiwanda Avenue, 6th Street west of Etiwanda Avenue, Arrow Route west of Ilex Street, and Foothill Boulevard west of East Avenue.

Pedestrian circulation in Rancho Cucamonga is primarily provided via sidewalks. Figure 5 illustrates the existing pedestrian facilities adjacent to the project. As illustrated in Figure 5, there are continuous sidewalks adjacent to the project on Napa Street.

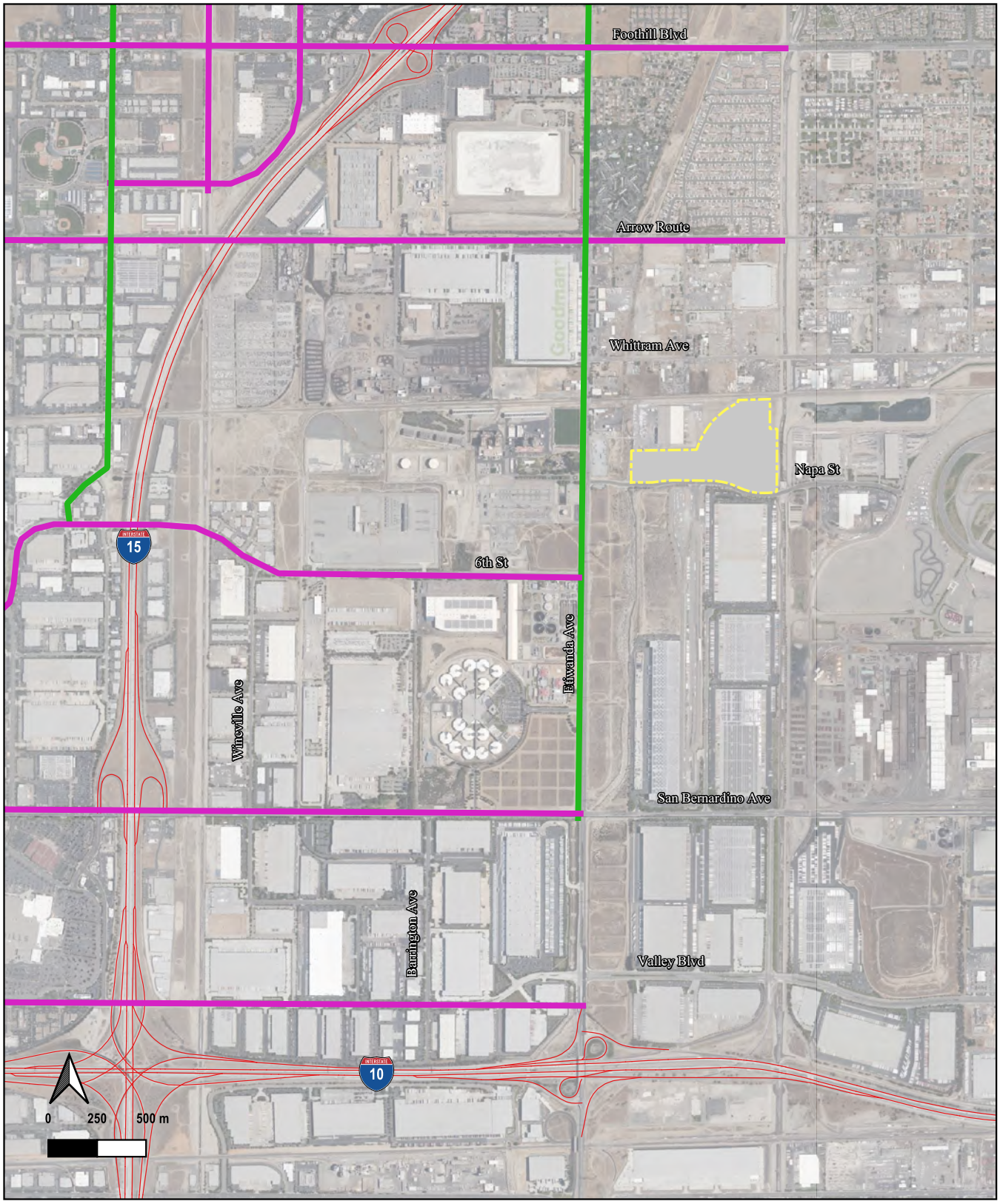
3.3 Existing Transit Service

Public transportation services within the City of Rancho Cucamonga and near the proposed project include bus transit service (Omnitrans) and commuter rail transportation (Metrolink). These services are further described below.

Bus Service. Public transportation in the City of Rancho Cucamonga is mainly provided by Omnitrans, which is the regional transit operator in San Bernardino County. The following transit routes operate near the project:

- **Route 66** provides service near the project site and connects the project site to Fontana and Montclair. Near the study area, Route 66 travels along Foothill Boulevard with the closest stop at the intersection of Etiwanda Avenue and Foothill Boulevard to the north of the project. Route 66 operates at 15-minute headways during the day on weekdays and at 30-minute headways on the weekend.
- **Route 61** provides service near the project site and connects the project site to Fontana and Montclair. Near the study area, Route 61 travels along 4th Street/San Bernardino Avenue with the closest stop at the intersection of Etiwanda Avenue and 4th Street/San Bernardino Avenue to the south of the project. Route 61 operates at 20 to 30-minute headways during the day on weekdays and at 30-minute headways on the weekend.

Commuter Rail Service. Commuter rail service is provided by Metrolink, which is operated by the Southern California Regional Rail Authority (SCRRA). Metrolink train service is available between the counties of Ventura, Los Angeles, San Bernardino, Orange, Riverside, and north San Diego. The area is served by the San Bernardino Line, which runs east-west between the San Bernardino Station and the Los Angeles Union Station. The Rancho Cucamonga Station is the



Legend

Project Location

Bicycle_Plan_Public-shp Bicycle_Plan

Existing Class II

Proposed Class II

FIGURE 4

Napa E-Commerce Warehouse
Existing Bicycle Facilities

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Legend

Project Location Sidewalks

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FIGURE 5
Napa E-Commerce Warehouse
Existing Pedestrian Facilities

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nearest Metrolink station to the project site and is approximately 2.5 miles from the project site. Figure 6 illustrates the transit lines within the project area.

4.0 ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS

This section discusses the potential impacts a project may incur if a project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance of safety of such facilities.

4.1 Bicycle, Pedestrian, & Transit Facilities

The City of Rancho Cucamonga published a Circulation Master Plan for Bicyclists and Pedestrians in May 2015 that recommended bicycle programs to improve facilities that can make it safer for users of all ages. The plan developed bicycle facilities network recommendations as well as additional suggestions on improving bicycle facilities, intersections, bicycle sharing, wayfinding, and bicycle parking. Pedestrian facility recommendations included sidewalk gap closures and high priority segments. Trail improvements included wayfinding, high visibility crosswalks, and sidewalk furniture.

Figure 4 illustrates the proposed bicycle facilities near the project area. As shown in Figure 4, bicycle lanes are proposed on Etiwanda Avenue from 4th Street/San Bernardino Avenue to north of Foothill Boulevard and on Rochester Avenue from 6th Street to north of Foothill Boulevard. The City priority segments for sidewalk improvements are shown in Figure 7.

The City of Rancho Cucamonga Transit Plan in the 2010 General Plan identified two future major transit corridors – an east-west transit corridor along Foothill Boulevard and a north-south transit corridor along Haven Avenue. The Bus Rapid Transit is to operate along these two corridors, forming the backbone of the bus transit service in the City. SBCTA has initiated a 35-mile BRT route connecting Rancho Cucamonga, Pomona, Montclair, Ontario, and Fontana. The first phase will include the Milliken alignment, starting from Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga. Phase II will connect Ontario International Airport in Ontario to Kaiser Permanente Medical Center in Fontana. Figure 8 illustrates the future transit facilities including the planned Rapid Transit Stops on Haven Avenue and Foothill Boulevard.

The project does not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. The project will not change roadway designations from those in the City's General Plan. The project will also not decrease the performance of safety of any of the facilities. Therefore, the project impact is considered less than significant.

5.0 VEHICLE MILES TRAVELED (VMT) ANALYSIS

This section discusses the existing transportation conditions in the study area.

5.1 SBCTA VMT SCREENING TOOL

At the request of City staff, the VMT per service population for the TAZ in which the project is located has been conducted using the online SBCTA VMT Screening Tool. Figure 9 shows the baseline VMT per service population using the VMT Screening Tool. As shown in Figure 9, the project is located in TAZ 53702402 and the baseline VMT per service population for the entire TAZ is 39.9 miles. Figure 10 shows the year 2040 VMT per service population using the VMT Screening Tool. As shown in Figure 10, the year 2040 VMT per service population for the entire TAZ is 39.6 miles.

5.2 PROJECT GENERATED VMT

The project generated VMT compares the project generated VMT per service population to the City of Rancho Cucamonga VMT per service population under baseline and year 2040 conditions.

Baseline Project Conditions

Table A shows the baseline project VMT per service population. As shown in Table A, the baseline project VMT per service population is 24.9 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City



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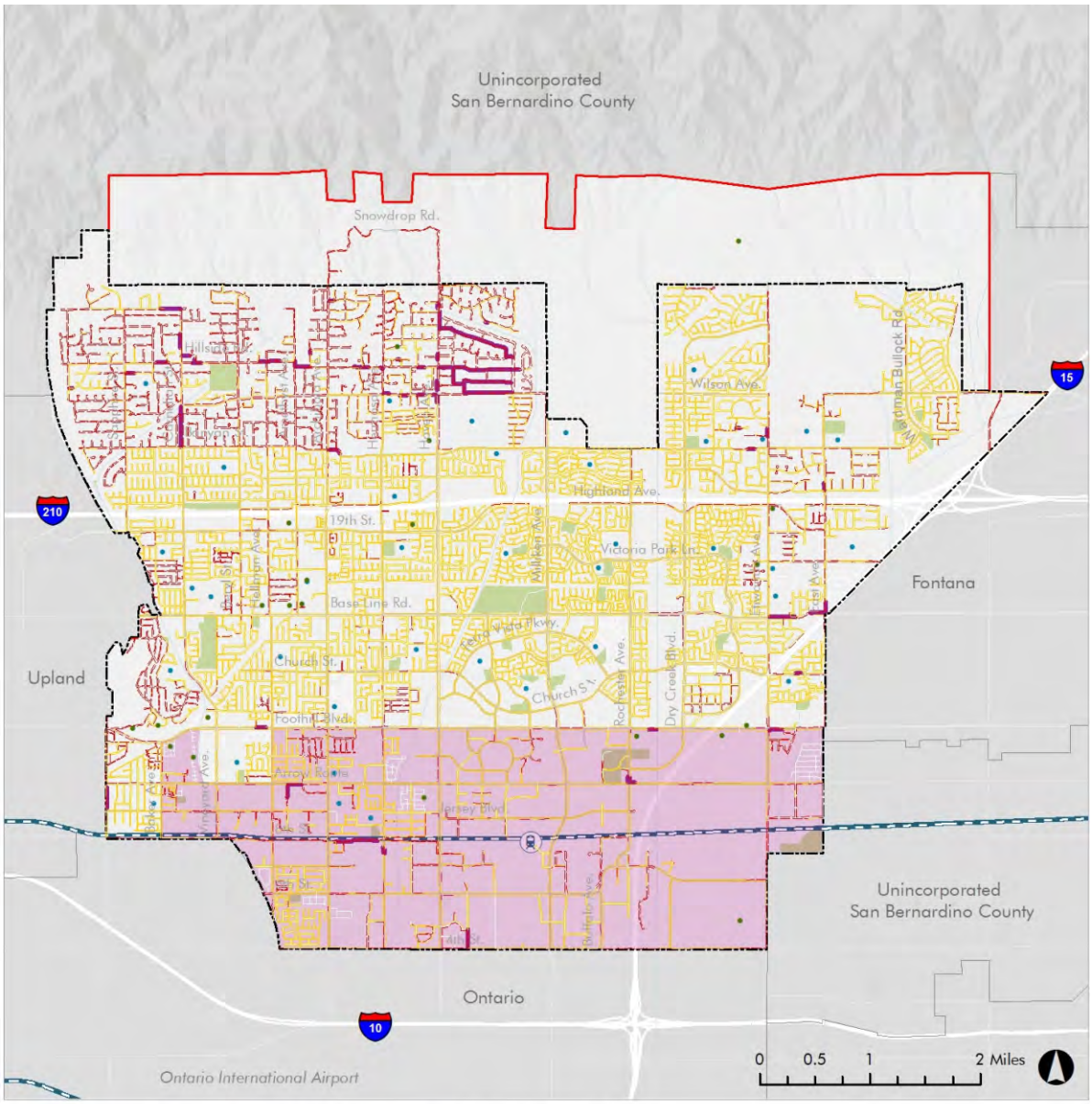
Project Location | Route 66 | Route 61 | Bus Stops

FIGURE 6

Napa E-Commerce Warehouse
Existing Transit Facilities

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Fehr & Peers, 2020 | Sources: City of Rancho Cucamonga, 2019; CalEnviroScreen 3.0, 2018.

- Points of Interest
- Schools
- Existing Sidewalk
- Missing Sidewalk
- Priority Segment for Sidewlak Improvements
- Disadvantaged Communities (Top 25%)
- Rancho Cucamonga City Limits
- Sphere of Influence
- Adjacent City Limits
- Parks
- Waterways
- Metrolink Station
- Metrolink

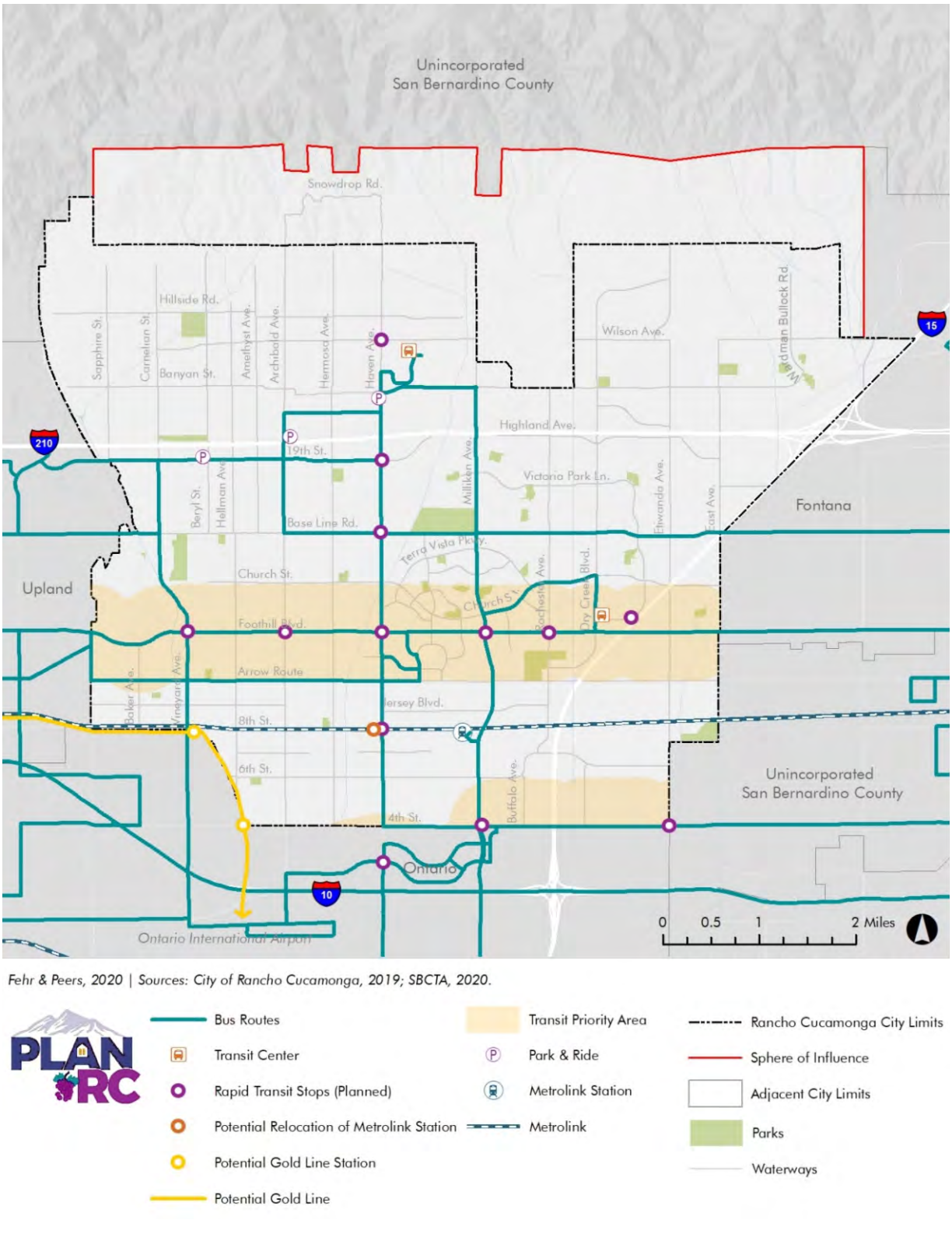
Source: City of Rancho Cucamonga Community Mobility (May, 2020)

FIGURE 7

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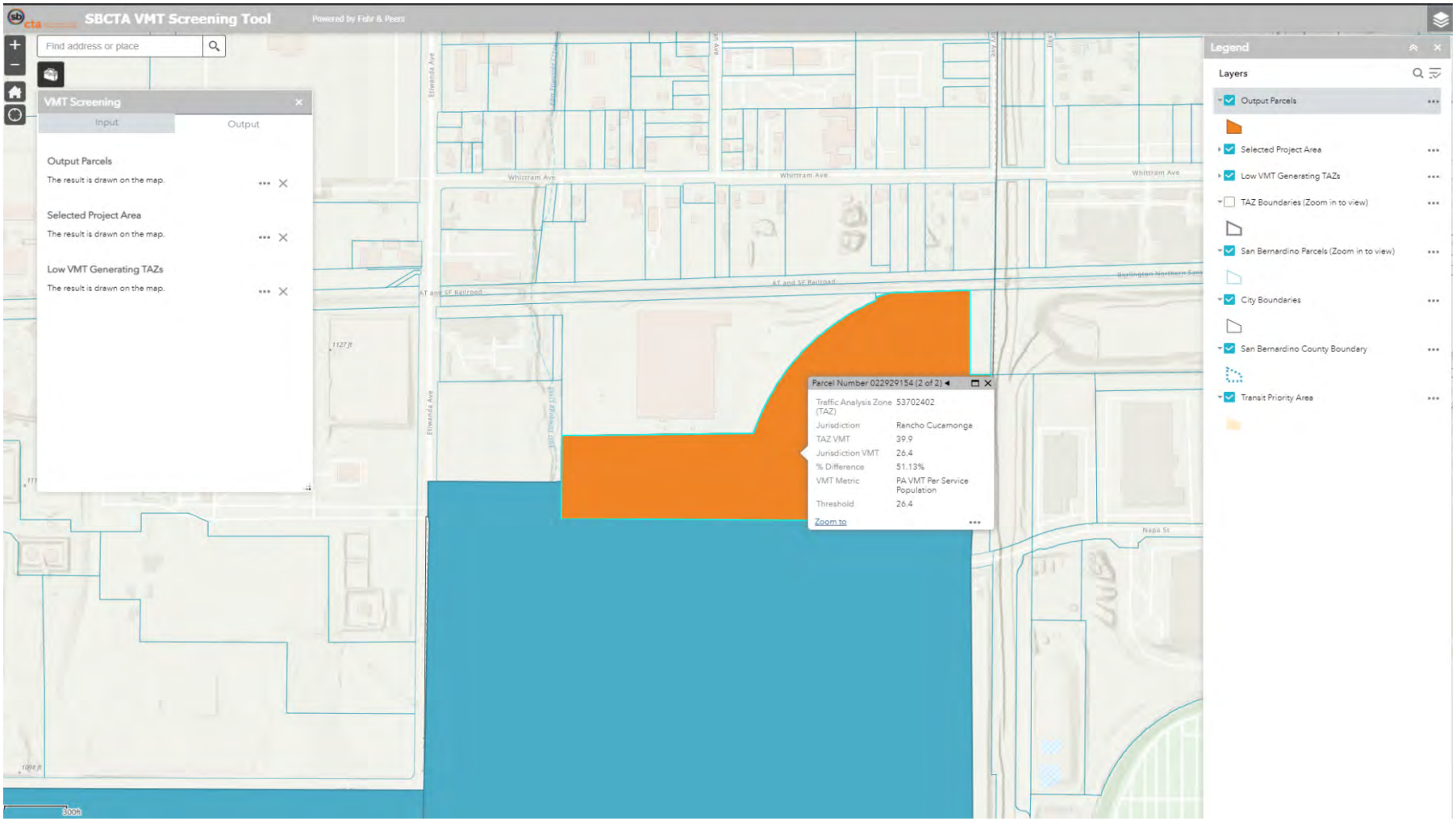
Napa Street E-Commerce Warehouse
Rancho Cucamonga Priority Segments for Sidewalk Improvements

D:\Projects\Hillwood - Napa Street\Analysis\VMT\z40 Priority Sidewalk Segments.cdr



Source: City of Rancho Cucamonga Community Mobility (May, 2020)

FIGURE 8

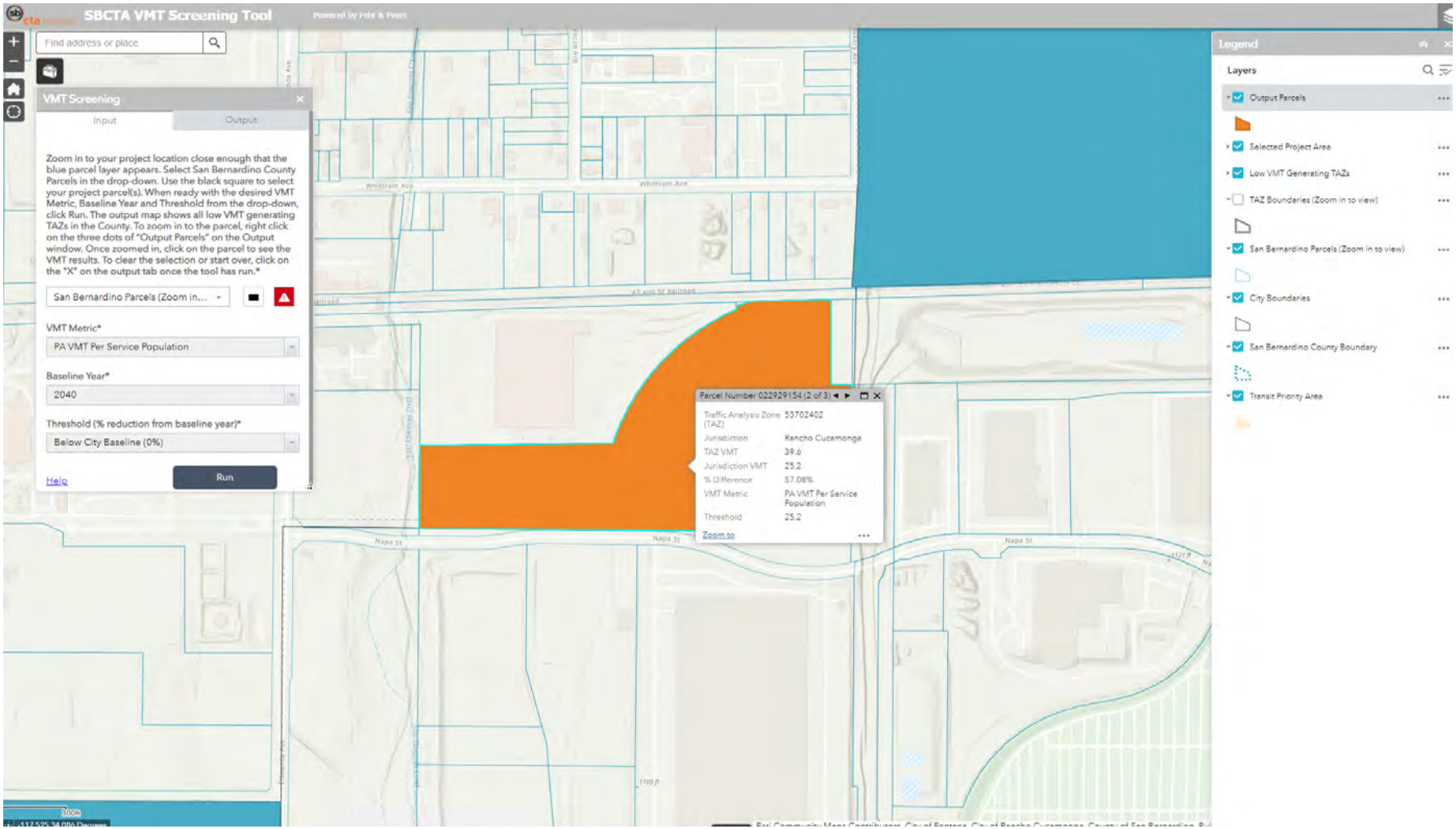


Source: SBCTA VMT Screening Tool

FIGURE 9

Napa Street E-Commerce Warehouse
SBCTA VMT Screening Tool Baseline VMT per Service Population

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Source: SBCTA VMT Screening Tool

FIGURE 10

Napa Street E-Commerce Warehouse
SBCTA VMT Screening Tool Year 2040 VMT per Service Population

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Table A: Project VMT per Service Population

750 Employee Scenario	Threshold*	2016 Project Zone	2040 Project Zone
Total PA VMT		18,703	17,949
Population		0	0
Total Employment		750	750
Total Service Population		750	750
VMT/Service Population	**26.5**	**24.9**	**23.9**
Impact?		**NO**	**NO**

Notes:

* Based on City of Rancho Cucamonga Traffic Impact Analysis Guidelines

thresholds, a project would have a significant VMT impact if the baseline project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under baseline conditions.

Year 2040 Project Conditions

Table A shows the year 2040 project VMT per service population. As shown in Table A, the year 2040 project VMT per service population is 23.9 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The year 2040 project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under year 2040 conditions.

5.3 PROJECT EFFECT ON VMT

The project effect on VMT compares how the project changes VMT on the Citywide network and compares it to the no project condition under baseline and year 2040 conditions.

Baseline Plus Project Conditions

Table B below shows the baseline plus project effect on VMT per service population. As shown in Table B, the baseline plus project VMT per service population is 14.8 miles. The baseline no project VMT per service population for the City is 18.2 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline boundary VMT per service population within the City of Rancho Cucamonga increases under the plus project condition compared to the no project condition. The baseline plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under baseline plus project conditions.

Year 2040 Plus Project Conditions

Table B below shows the year 2040 plus project VMT per service population. As shown in Table B, the year 2040 plus project VMT per service population is 18.9 miles. The year 2040 no project VMT per service population for the City is 19.0 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 boundary VMT per service population within the City of Rancho Cucamonga increases under the plus project condition compared to the no project condition. The year 2040 plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under year 2040 plus project conditions.

6.0 IMPACT CRITERIA FOR CEQA DETERMINATION

This section evaluates the CEQA checklist for impact evaluation.

A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The project is consistent with the City's adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance of safety of such facilities. The project will not change roadway designations from those in the City's General Plan. The project will also not result in removal of any of the facilities listed above. Therefore, the project impact is considered less than significant.

B. Conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b)?

The baseline project VMT per service population is 24.9 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under baseline conditions.

Table B: Project Effect on VMT per Service Population

750 Employee Scenario	2016		2040	
	No Project	With Project	No Project	With Project
Total PA VMT	79,766,231	64,585,211	104,796,393	104,690,265
Population	3,190,529	3,190,529	3,863,759	3,863,759
Total Employment	1,183,597	1,184,347	1,664,945	1,665,695
Total Service Population	4,374,126	4,374,876	5,528,704	5,529,454
VMT/Service Population	**18.2**	**14.8**	**19.0**	**18.9**
Impact?	**NO**		**NO**	

Notes:

* The average trip length was calculated at 11.5 miles and the 23 mile radius was selected based on 2 times the average trip length.

The year 2040 project VMT per service population is 23.9 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The year 2040 project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under year 2040 conditions.

The baseline plus project VMT per service population is 14.8 miles. The baseline no project VMT per service population for the City is 18.2 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline boundary VMT per service population within the City of Rancho Cucamonga increases under the plus project condition compared to the no project condition. The baseline plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under baseline plus project conditions.

The year 2040 plus project VMT per service population is 18.9 miles. The year 2040 no project VMT per service population for the City is 19.0 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 boundary VMT per service population within the City of Rancho Cucamonga increases under the plus project condition compared to the no project condition. The year 2040 plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under year 2040 plus project conditions.

C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The design of driveways will be based on City Code, which sets the standard for such design. It is not anticipated that traffic hazards will increase, therefore, the project impact is considered less than significant.

D. Result in inadequate emergency access?

The proposed driveways will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments. The project will not increase delays on street segments substantially, therefore, the project will not result in inadequate emergency access, and the project impact is considered less than significant.

7.0 SUMMARY & CONCLUSIONS

Project Description. The project proposes the construction of approximately 500,743 square feet of E-Commerce building uses on an approximately 35.38-acre site. The project will provide 1,467 auto parking stalls in surface parking lots adjacent to the main building a surface parking lot to the west of the main building. Truck trailer parking will include a total of 54 parking stalls to the north and east of the main building. Access to the project will be provided via five driveways on Napa Street. The easternmost driveway on Napa Street includes full access for trucks and autos. The remaining four driveways will provide full access to autos only.

Project Generated VMT

The baseline project VMT per service population is 24.9 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under baseline conditions.

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VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The year 2040 project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under year 2040 conditions.

Project Effect on VMT

The baseline plus project VMT per service population is 14.8 miles. The baseline no project VMT per service population for the City is 18.2 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline boundary VMT per service population within the City of Rancho Cucamonga increases under the plus project condition compared to the no project condition. The baseline plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under baseline plus project conditions.

The year 2040 plus project VMT per service population is 18.9 miles. The year 2040 no project VMT per service population for the City is 19.0 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 boundary VMT per service population within the City of Rancho Cucamonga increases under the plus project condition compared to the no project condition. The year 2040 plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under year 2040 plus project conditions.

NAPA STREET WAREHOUSE

TRAFFIC IMPACT ANALYSIS
E-COMMERCE SCENARIO

MARCH 19, 2021

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1.0 INTRODUCTION

This report presents the methodology, findings and conclusions of the Traffic Impact Analysis (TIA) prepared for the proposed Napa Street warehouse development project. The proposed project site is located approximately 1,500 feet to the northeast of the intersection of Etiwanda Avenue and Napa Street in the City of Rancho Cucamonga. The project proposes the construction of approximately 655,878 square feet of E-Commerce warehouse uses.

1.1 Purpose of the Traffic Study and Study Objectives

This report is intended to satisfy the requirements for a TIA established by the City of Rancho Cucamonga *Traffic Impact Analysis Guidelines* (June 2020) and the San Bernardino County Congestion Management Program (CMP), adopted November 3, 1993, and last revised in 2016. The San Bernardino County CMP is implemented by the San Bernardino County Transportation Authority (SBCTA, previously San Bernardino Associated Governments). The City has adopted vehicle LOS policies that set standards for which local agency infrastructure will strive to maintain. These policies are contained in the General Plan and apply to discretionary approvals of new land use and transportation projects.

The City guidelines require analysis of off-site intersections potentially affected by the project, which the City defines as intersections at which the project is forecast to add 50 or more peak hour trips (two-way). This report evaluates 23 intersections and project driveways under five analysis scenarios and proposes circulation improvements for intersections that operate or are forecast to operate at unsatisfactory levels of service. In addition, this reports also evaluates alternative modes of travel in the vicinity of the project.

The project includes 655,878 square feet of E-Commerce uses in two Buildings. Building A includes 500,648 and Building B includes 155,230 square feet. This represents the highest trip generation of vehicular traffic and is unlikely since buildings under 200,000 square feet are typically designed for general warehouse uses, which generate significantly less vehicle traffic than E-Commerce facilities. However, to present a highly conservative scenario, this traffic analysis was conducted using E-Commerce for Buildings A and B.

1.2 Project Location & Study Area

As stated earlier, the project is located approximately 1500 feet to the northeast of the intersection of Etiwanda Avenue and Napa Street in the City of Rancho Cucamonga. Figure 1 shows the regional location of the project. The project proposes 655,878 square feet of E-Commerce warehouse uses. The project opening year is 2022. Figure 2 illustrates the site plan of the proposed project.

Based on the trip generation and trip distribution of the proposed project, and based on discussion with City staff, this report analyzes the following intersections for traffic operations:

1. I-15 Southbound Ramps and 4th Street (Caltrans);
2. I-15 Northbound Ramps and 4th Street (Caltrans);
3. Wineville Avenue and 4th Street (City of Rancho Cucamonga);
4. Barrington Avenue and 4th Street (City of Rancho Cucamonga);
5. Etiwanda Avenue and Foothill Boulevard (City of Rancho Cucamonga);
6. Etiwanda Avenue and Arrow Route (City of Rancho Cucamonga);
7. Etiwanda Avenue and Whittram Avenue (City of Rancho Cucamonga);
8. Etiwanda Avenue and Napa Street (City of Rancho Cucamonga);
9. Etiwanda Avenue and 6th Street (City of Rancho Cucamonga);
10. Etiwanda Avenue and 4th St-San Bern. Avenue (City of Rancho Cucamonga);
11. Etiwanda Avenue and Valley Boulevard (City of Ontario);
12. Etiwanda Avenue and I-10 Westbound Ramps (Caltrans);
13. Etiwanda Avenue and I-10 Eastbound Ramps (Caltrans);
14. Driveway 1 and Napa Street (City of Rancho Cucamonga);
15. Driveway 2 and Napa Street (City of Rancho Cucamonga);



Legend

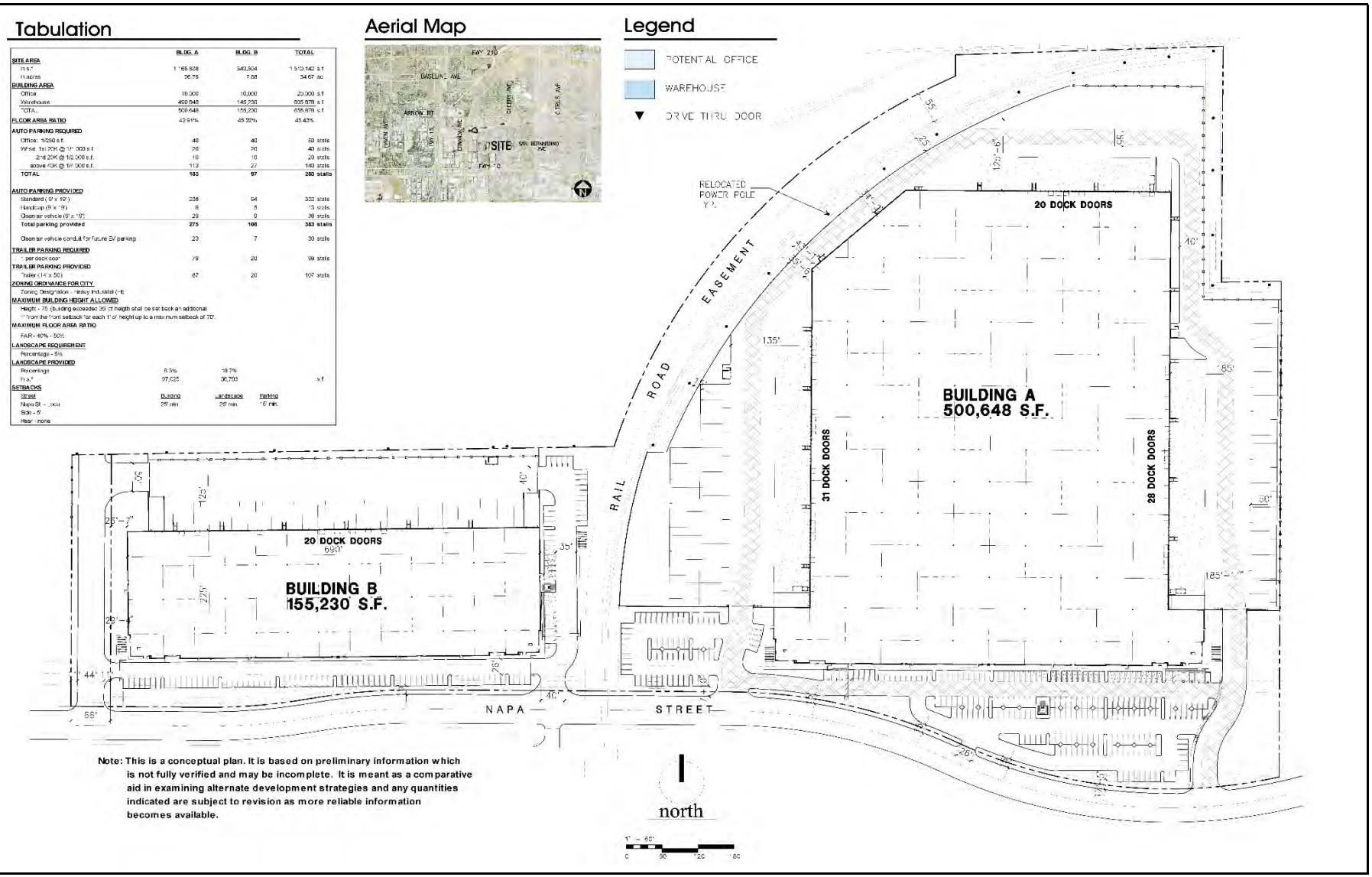
Project Location

FIGURE 1

Napa Warehouse
Regional Project Location

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	BLDG. A	BLDG. B	TOTAL
SITE AREA			
In s.f.	1,166,828	343,304	1,510,142 s.f.
In acres	26.79	7.88	34.67 ac.
BUILDING AREA			
Office	10,000	10,000	20,000 s.f.
Warehouse	490,648	145,230	635,878 s.f.
TOTAL	500,648	155,230	655,878 s.f.
FLOOR AREA RATIO	42.91%	45.22%	43.43%
AUTO PARKING REQUIRED			
Office: 1/250 s.f.	40	40	80 stalls
Whse 1st 20K @ 1/1,000 s.f.	20	20	40 stalls
2nd 20K @ 1/2,000 s.f.	10	10	20 stalls
above 40K @ 1/1,000 s.f.	113	27	140 stalls
TOTAL	183	97	280 stalls
AUTO PARKING PROVIDED			
Standard (9' x 19')	238	94	332 stalls
Handicap (9' x 19')	8	5	13 stalls
Clean air vehicle (9' x 19')	29	9	38 stalls
Total parking provided	275	108	383 stalls
Clean air vehicle conduit for future EV parking	23	7	30 stalls
TRAILER PARKING REQUIRED			
1 per dock door	79	20	99 stalls
TRAILER PARKING PROVIDED			
Trailer (14' x 50')	87	20	107 stalls
ZONING ORDINANCE FOR CITY			
Zoning Designation - Heavy Industrial (I-4)			
MAXIMUM BUILDING HEIGHT ALLOWED			
Height - 75 (building exceeded 35' of height shall be set back an additional 1' from the front setback for each 1' of height up to a maximum setback of 75'			
MAXIMUM FLOOR AREA RATIO			
FAR - 40% - 50%			
LANDSCAPE REQUIREMENT			
Percentage - 5%			
LANDSCAPE PROVIDED			
Percentage	8.3%	10.7%	
In s.f.	97,025	36,793	s.f.
SETBACKS			
Street	Building	Landscape	Parking
Napa St - local	25' min.	25' min.	10' min.
Side - 0'			
Rear - none			

FIGURE 2

Napa Warehouse

Site Plan

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D:\Projects\Hillwood - Napa Street AMZL\Analysis\Revised Analysis Alt 2\Z30 Revised Site Plan (2/10/2021)

16. Driveway 3 and Napa Street (City of Rancho Cucamonga);
17. Driveway 4 and Napa Street (City of Rancho Cucamonga);
18. Driveway 5 and Napa Street (City of Rancho Cucamonga).
19. Haven Avenue and 4th Street (City of Ontario);
20. Milliken Avenue and 4th Street (City of Ontario);
21. Etiwanda Avenue and Miller Street (City Rancho Cucamonga);
22. I-15 Southbound Ramps and Foothill Boulevard (Caltrans); and
23. I-15 Northbound Ramps and Foothill Boulevard (Caltrans).

Figure 3 illustrates intersections included in the TIA.

1.3 Analysis Scenarios

Based on the CMP and discussion with City staff, this report analyzes traffic conditions for the following six scenarios:

1. Existing Conditions;
2. Opening Year (2022) Conditions;
3. Opening Year (2022 With Project Conditions;
4. Year 2040 Without Project Conditions; and
5. Year 2040 With Project Conditions.

Consistent with City guidelines, this report analyzes weekday a.m. and p.m. peak hour conditions. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

2.0 PROJECT DESCRIPTION

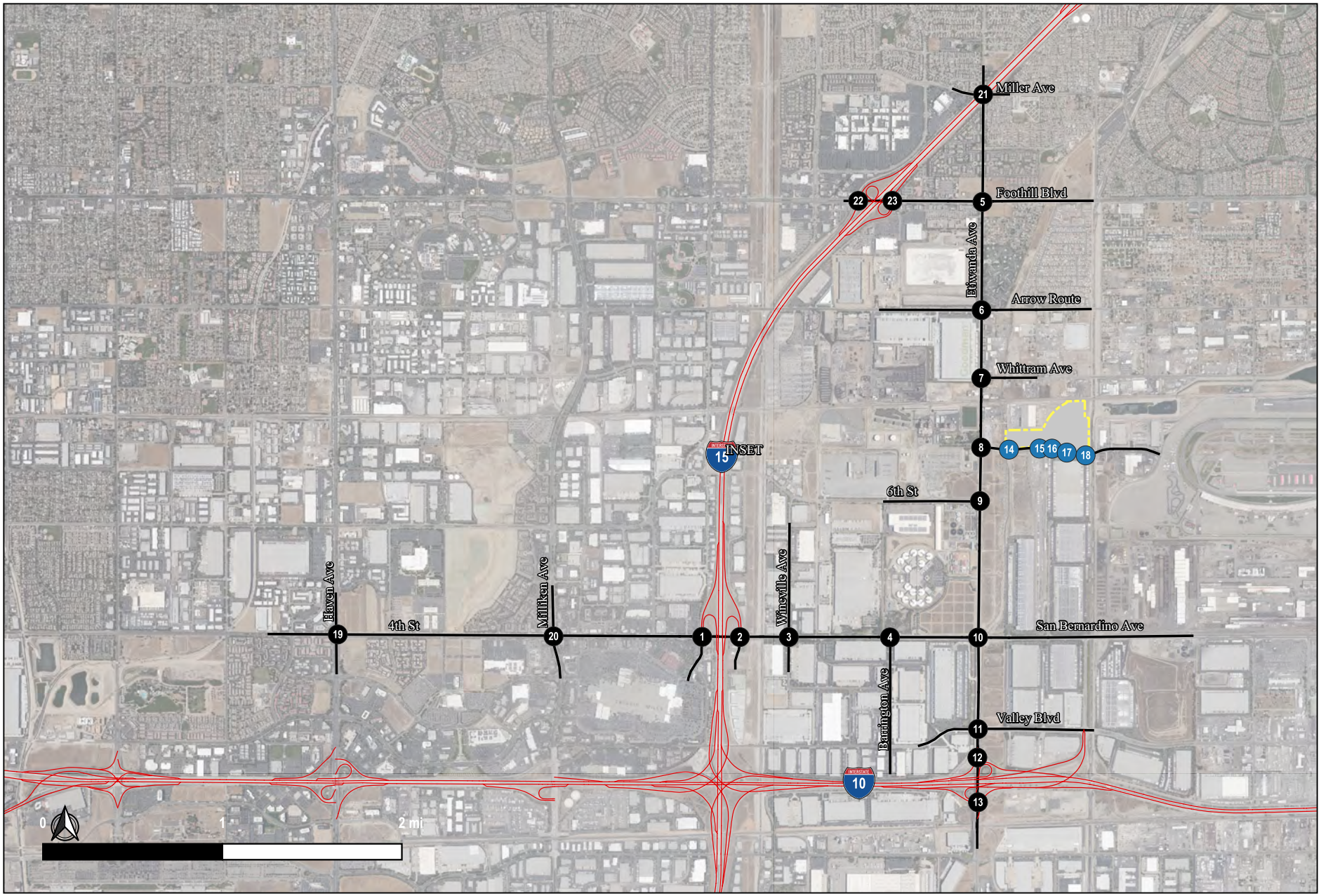
The project proposes the construction of approximately 655,878 square feet of E-Commerce building uses. The project will construct two buildings with Building A consisting of 500,648 square feet and Building B consisting of 155,230 square feet. Access to the project will be provided via five driveways on Napa Street. All project driveways will include access for trucks and autos with the exception of driveway 4, which will include access for autos only.

2.1 Project Trip Generation

The total trip generation for the proposed project is based on trip generation rates for Land Use 155 - "High-Cube Fulfillment Center Warehouse" from Institute of Transportation Engineers' (ITE) Trip Generation Manual (10th Edition). The trip generation was further classified into automobile and truck traffic using ITE trip generation rates and in consultation with City staff. Further, the trucks were classified based on axle-type from the City of Fontana Truck Trip Generation Study. Truck trips were converted to Passenger Car Equivalents using the City guidelines of 2.0 for 2-axle trucks, 2.5 for 3-axle trucks and 3.0 for 4+ axle trucks. Table A shows the trip generation for Building A. Table B shows the trip generation for Building B. Table C summarizes the trip generation for Buildings A and B. As shown in Table C, the project trip generation is anticipated to generate 572 total trips during the a.m. peak hour, 788 total trips during the p.m. peak hour, and 4,224 total daily trips. After converting to PCEs, the project is anticipated to generate 594 PCE trips during the a.m. peak hour, 810 PCE trips during the p.m. peak hour, and 4,414 daily PCE trips.

2.2 Project Trip Distribution & Assignment

Project trip distribution patterns for the proposed project were based on select zone model runs from the San Bernardino Transportation Analysis Model (SBTAM) and based on discussions with City staff. The project trip generation was applied to the trip distribution patterns to develop trip assignments for new project trips. Figure 4 shows the Building A trip distribution for auto trips, and Figure 5 shows the Building A trip distribution for truck trips. Figure 6 shows the Building A trip assignment for auto trips and Figure 7 shows the Building A trip assignment of truck trips. Figure 8 shows the Building A total project trip assignment. Figure 9 shows the Building B trip distribution for auto trips, and Figure 10 shows the Building B trip distribution for truck trips. Figure 11 shows the Building B trip assignment for auto trips and Figure 12



Legend

Existing Intersections | Future Intersections | Project Location

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FIGURE 3
Napa Warehouse
Study Area Intersections

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Table A: - Project Trip Generation (Building A)

Land Use		Units	Peak Hour						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Vehicle Rates									
Passenger Cars									
Trip Generation Rates[1]			0.6947	0.1553	0.8500	0.4588	0.7212	1.1800	6.2500
Trip Generation			348	78	426	230	361	591	3,129
Trucks									
Trip Generation Rates[1]			0.0100	0.0100	0.0200	0.0092	0.0108	0.0200	0.1900
Trip Generation			5	5	10	5	5	10	95
Total Vehicle Rates									
Trip Generation Rates[1]	500.65	TSF	0.7047	0.1653	0.8700	0.4680	0.7320	1.2000	6.4400
Trip Generation			353	83	436	234	366	601	3,224
Passenger Car Equivalent Rates Calculations									
Passenger Cars									
Trip Generation Rates	500.65	TSF	0.6947	0.1553	0.8500	0.4588	0.7212	1.1800	6.2500
Trip Generation			348	78	426	230	361	591	3,129
PCE Factor[3]			1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCEs			348	78	426	230	361	591	3,129
2-Axle Trucks									
Trip Generation Rates[2]			0.0017	0.0017	0.0034	0.0016	0.0018	0.0034	0.0322
Trip Generation			1	1	2	1	1	2	16
PCE Factor[3]			1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCEs			2	2	4	2	2	4	24
3-Axle Trucks									
Trip Generation Rates[2]			0.0023	0.0023	0.0045	0.0021	0.0025	0.0045	0.0431
Trip Generation			1	1	2	1	1	2	22
PCE Factor[3]			2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCEs			2	2	4	2	2	4	44
4-Axle Trucks									
Trip Generation Rates[2]			0.0060	0.0060	0.0121	0.0056	0.0065	0.0121	0.1146
Trip Generation			3	3	6	3	3	6	57
PCE Factor[3]			3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCEs			9	9	18	9	9	18	171
Total Project Trip Generation (Trips, By Vehicle Type)									
Warehouse	500.65	TSF							
Passenger Cars			**348**	**78**	**426**	**230**	**361**	**591**	**3,129**
2-Axle Trucks			1	1	2	1	1	2	16
3-Axle Trucks			1	1	2	1	1	2	22
4+ Axle Trucks			3	3	6	3	3	6	57
All Trucks			**5**	**5**	**10**	**5**	**5**	**10**	**95**
Total Vehicles			**353**	**83**	**436**	**235**	**366**	**601**	**3,224**
Total Project Trip Generation (Passenger Car Eqivalent Trips, By Vehicle Type)									
Passenger Cars			**348**	**78**	**426**	**230**	**361**	**591**	**3,129**
Truck PCE									
2-Axle Trucks			2	2	4	2	2	4	24
3-Axle Trucks			2	2	4	2	2	4	44
4+ Axle Trucks			9	9	18	9	9	18	171
Total Truck PCE			**13**	**13**	**26**	**13**	**13**	**26**	**239**
Total PCE			**361**	**91**	**452**	**243**	**374**	**617**	**3,368**

[1] Rates based on Land Use 155 - "High-Cube Fulfillment Center Warehouse - Sort" from Institute of Transportation Engineers (ITE) *Trip Generation* (10th Ed.)

[2] Truck Mix Percentages based on discussion with City of Rancho Cucamonga staff and from the City of Fontana Truck Trip Generation Study for Heavy Warehouse uses, August 2003

[3] Recommended PCE Factor per City of Rancho Cucamonga *Traffic Impact Analysis Guidelines* , June 2020.

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Table B: - Project Trip Generation (Building B)

Land Use		Units	Peak Hour						Daily
			AM Peak Hour			PM Peak Hour			
			In	Out	Total	In	Out	Total	
Vehicle Rates									
Passenger Cars									
Trip Generation Rates[1]			0.6947	0.1553	0.8500	0.4588	0.7212	1.1800	6.2500
Trip Generation			108	24	132	71	112	183	970
Trucks									
Trip Generation Rates[1]			0.0100	0.0100	0.0200	0.0092	0.0108	0.0200	0.1900
Trip Generation			2	2	3	1	2	3	29
Total Vehicle Rates									
Trip Generation Rates[1]	155.23	TSF	0.7047	0.1653	0.8700	0.4680	0.7320	1.2000	6.4400
Trip Generation			109	26	135	73	114	186	1,000
Passenger Car Equivalent Rates Calculations									
Passenger Cars									
Trip Generation Rates	155.23	TSF	0.6947	0.1553	0.8500	0.4588	0.7212	1.1800	6.2500
Trip Generation			108	24	132	71	112	183	970
PCE Factor[3]			1.0	1.0	1.0	1.0	1.0	1.0	1.0
PCEs			108	24	132	71	112	183	970
2-Axle Trucks									
Trip Generation Rates[2]			0.0017	0.0017	0.0034	0.0016	0.0018	0.0034	0.0322
Trip Generation			0	1	1	0	1	1	5
PCE Factor[3]			1.5	1.5	1.5	1.5	1.5	1.5	1.5
PCEs			0	2	2	0	2	2	8
3-Axle Trucks									
Trip Generation Rates[2]			0.0023	0.0023	0.0045	0.0021	0.0025	0.0045	0.0431
Trip Generation			0	1	1	0	1	1	7
PCE Factor[3]			2.0	2.0	2.0	2.0	2.0	2.0	2.0
PCEs			0	2	2	0	2	2	14
4-Axle Trucks									
Trip Generation Rates[2]			0.0060	0.0060	0.0121	0.0056	0.0065	0.0121	0.1146
Trip Generation			1	1	2	1	1	2	18
PCE Factor[3]			3.0	3.0	3.0	3.0	3.0	3.0	3.0
PCEs			3	3	6	3	3	6	54
Total Project Trip Generation (Trips, By Vehicle Type)									
Warehouse	155.23	TSF							
Passenger Cars			**108**	**24**	**132**	**71**	**112**	**183**	**970**
2-Axle Trucks			0	1	1	0	1	1	5
3-Axle Trucks			0	1	1	0	1	1	7
4+ Axle Trucks			1	1	2	1	1	2	18
All Trucks			**1**	**3**	**4**	**1**	**3**	**4**	**30**
Total Vehicles			**109**	**27**	**136**	**72**	**115**	**187**	**1,000**
Total Project Trip Generation (Passenger Car Eqivalent Trips, By Vehicle Type)									
Passenger Cars			**108**	**24**	**132**	**71**	**112**	**183**	**970**
Truck PCE									
2-Axle Trucks			0	2	2	0	2	2	8
3-Axle Trucks			0	2	2	0	2	2	14
4+ Axle Trucks			3	3	6	3	3	6	54
Total Truck PCE			**3**	**7**	**10**	**3**	**7**	**10**	**76**
Total PCE			**111**	**31**	**142**	**74**	**119**	**193**	**1,046**

[1] Rates based on Land Use 155 - "High-Cube Fulfillment Center Warehouse - Sort" from Institute of Transportation Engineers (ITE) *Trip Generation* (10th Ed.)

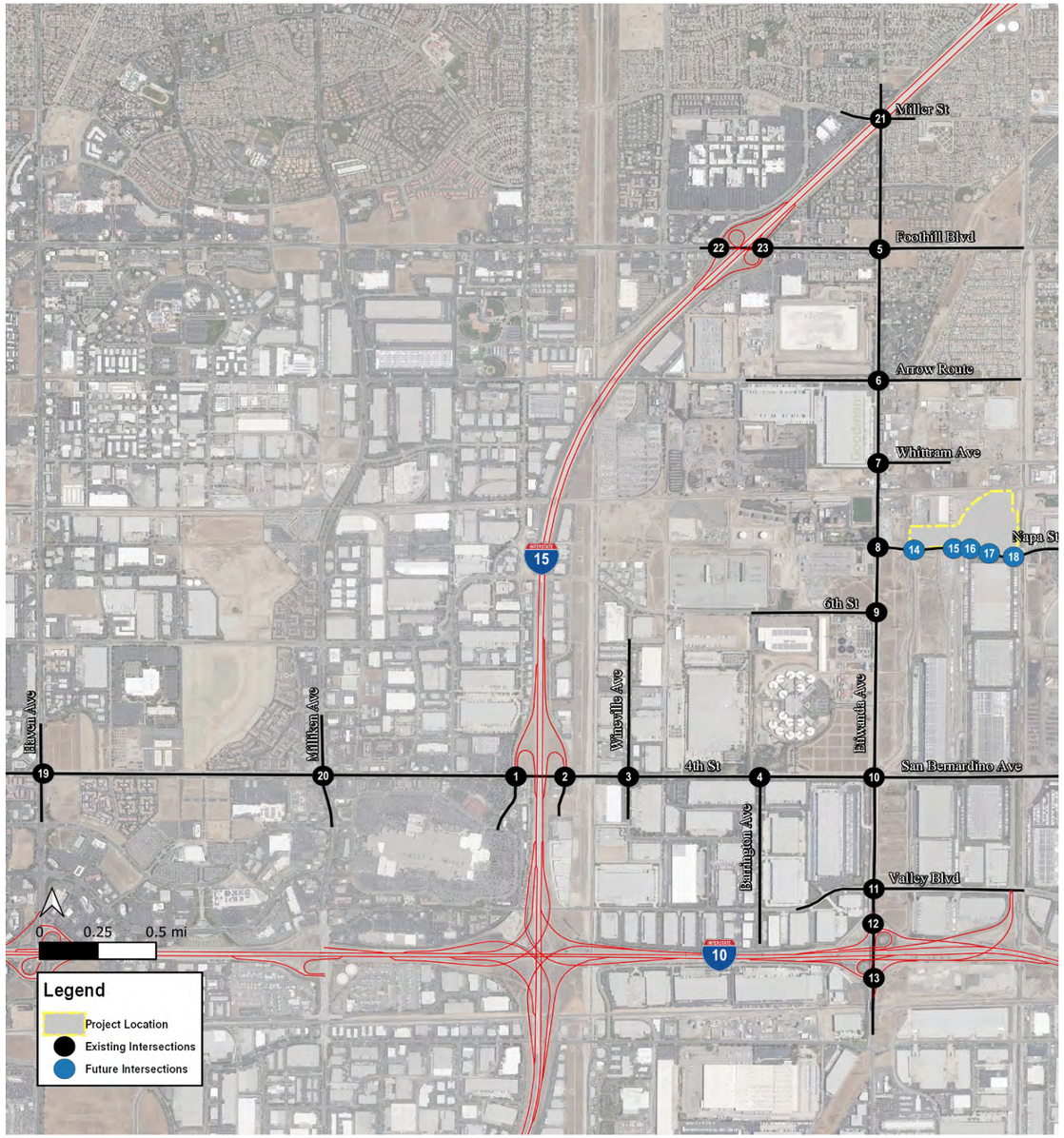
[2] Truck Mix Percentages based on discussion with City of Rancho Cucamonga staff and from the City of Fontana Truck Trip Generation Study for Heavy Warehouse uses, August 2003

[3] Recommended PCE Factor per City of Rancho Cucamonga *Traffic Impact Analysis Guidelines* , June 2020.

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Table C: Total Project Trip Generation Summary (Buildings A and B)

Land Use	Units	Peak Hour						Daily
		AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Total Project Trip Generation (Trips, By Vehicle Type)								
Passenger Cars		**456**	**102**	**558**	**301**	**473**	**774**	**4,099**
2-Axle Trucks		1	2	3	1	2	3	21
3-Axle Trucks		1	2	3	1	2	3	29
4+ Axle Trucks		4	4	8	4	4	8	75
All Trucks		**6**	**8**	**14**	**6**	**8**	**14**	**125**
Total Vehicles		**462**	**110**	**572**	**307**	**481**	**788**	**4,224**
Total Project Trip Generation (Passenger Car Eqivalent Trips, By Vehicle Type)								
Passenger Cars		**456**	**102**	**558**	**301**	**473**	**774**	**4,099**
Truck PCE								
2-Axle Trucks		2	4	6	2	4	6	32
3-Axle Trucks		2	4	6	2	4	6	58
4+ Axle Trucks		12	12	24	12	12	24	225
Total Truck PCE		**16**	**20**	**36**	**16**	**20**	**36**	**315**
Total PCE		**472**	**122**	**594**	**317**	**493**	**810**	**4,414**



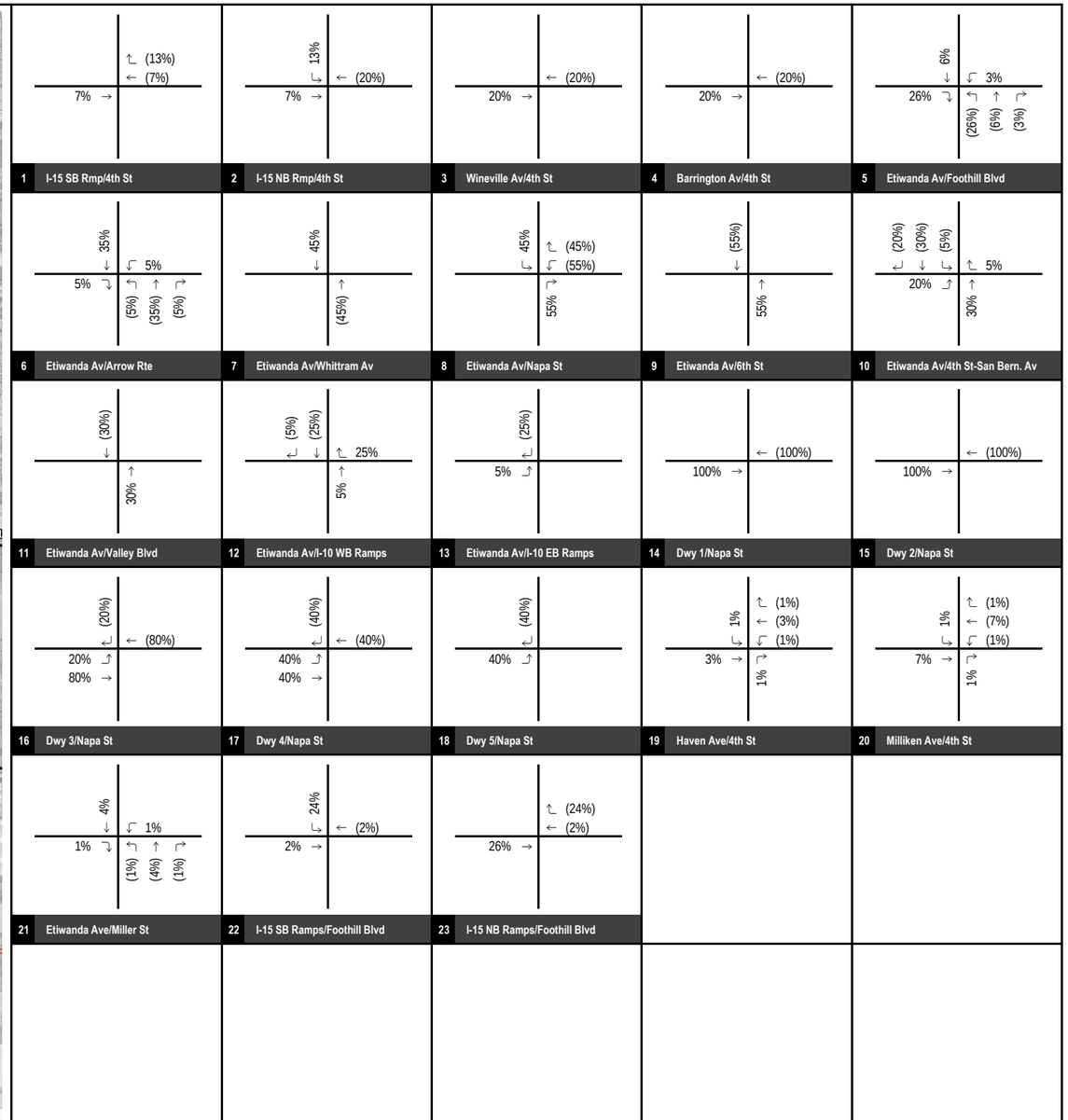


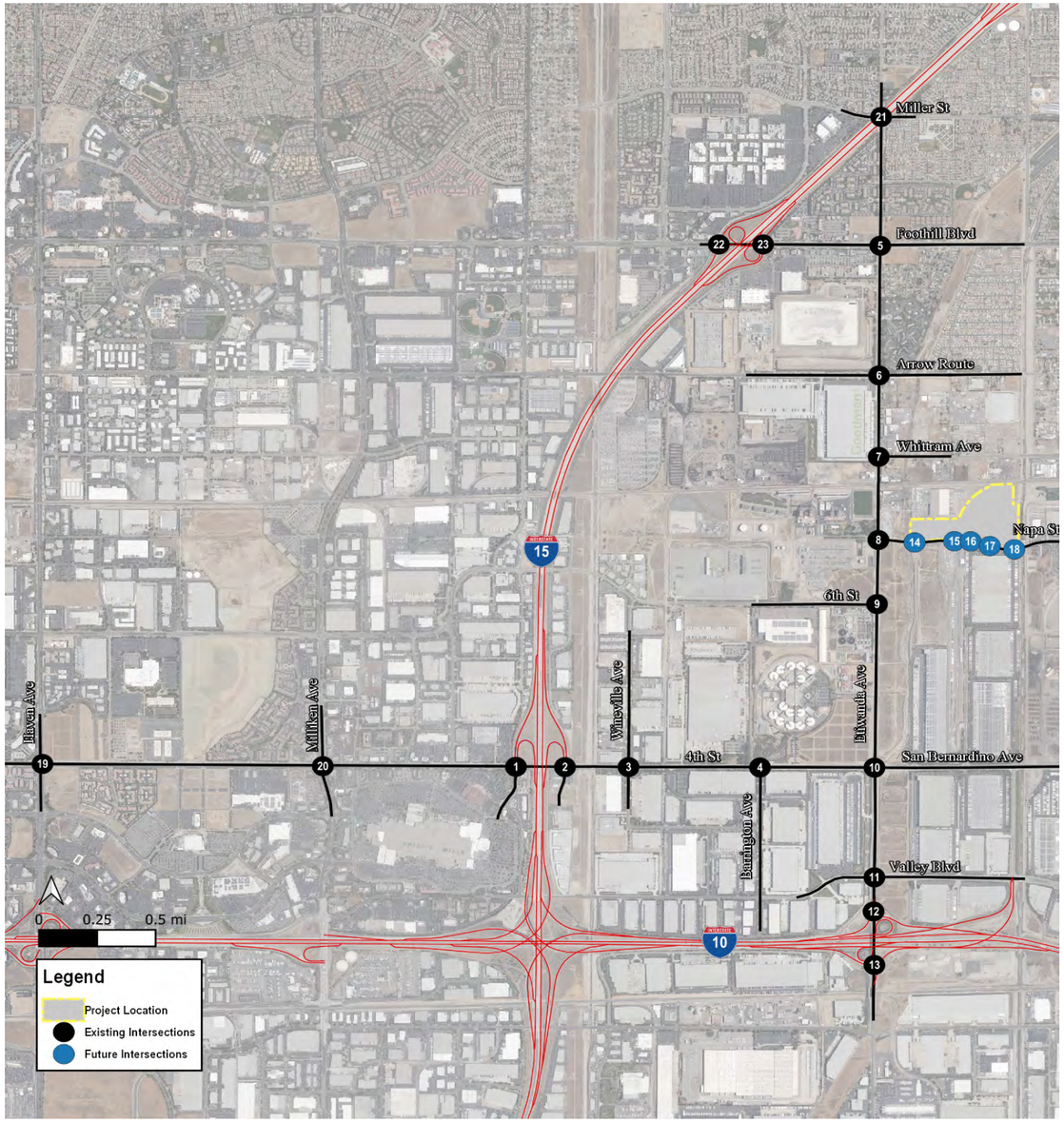
FIGURE 4

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

Napa Warehouse
Building A Project Trip Distribution (Autos)

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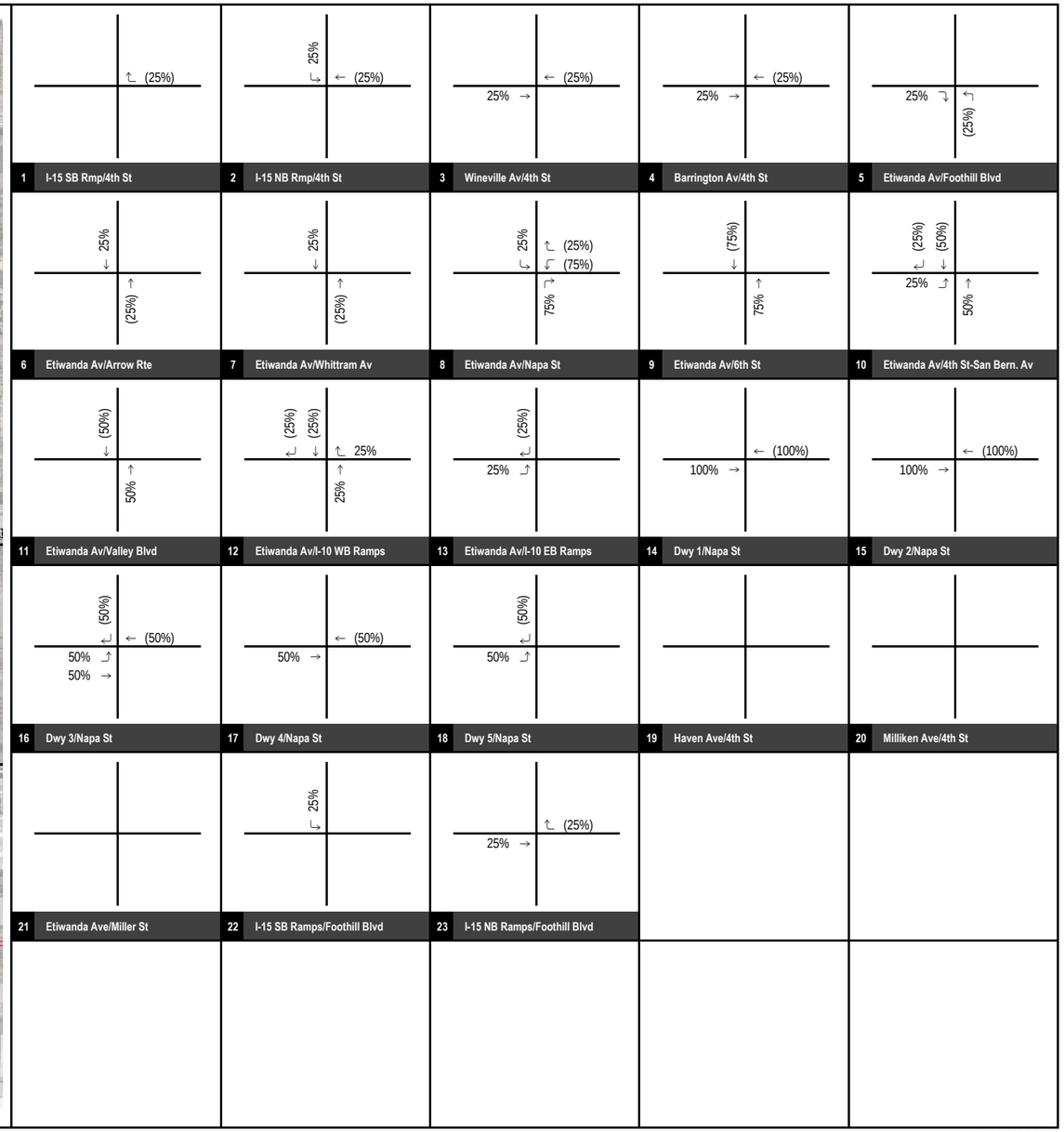
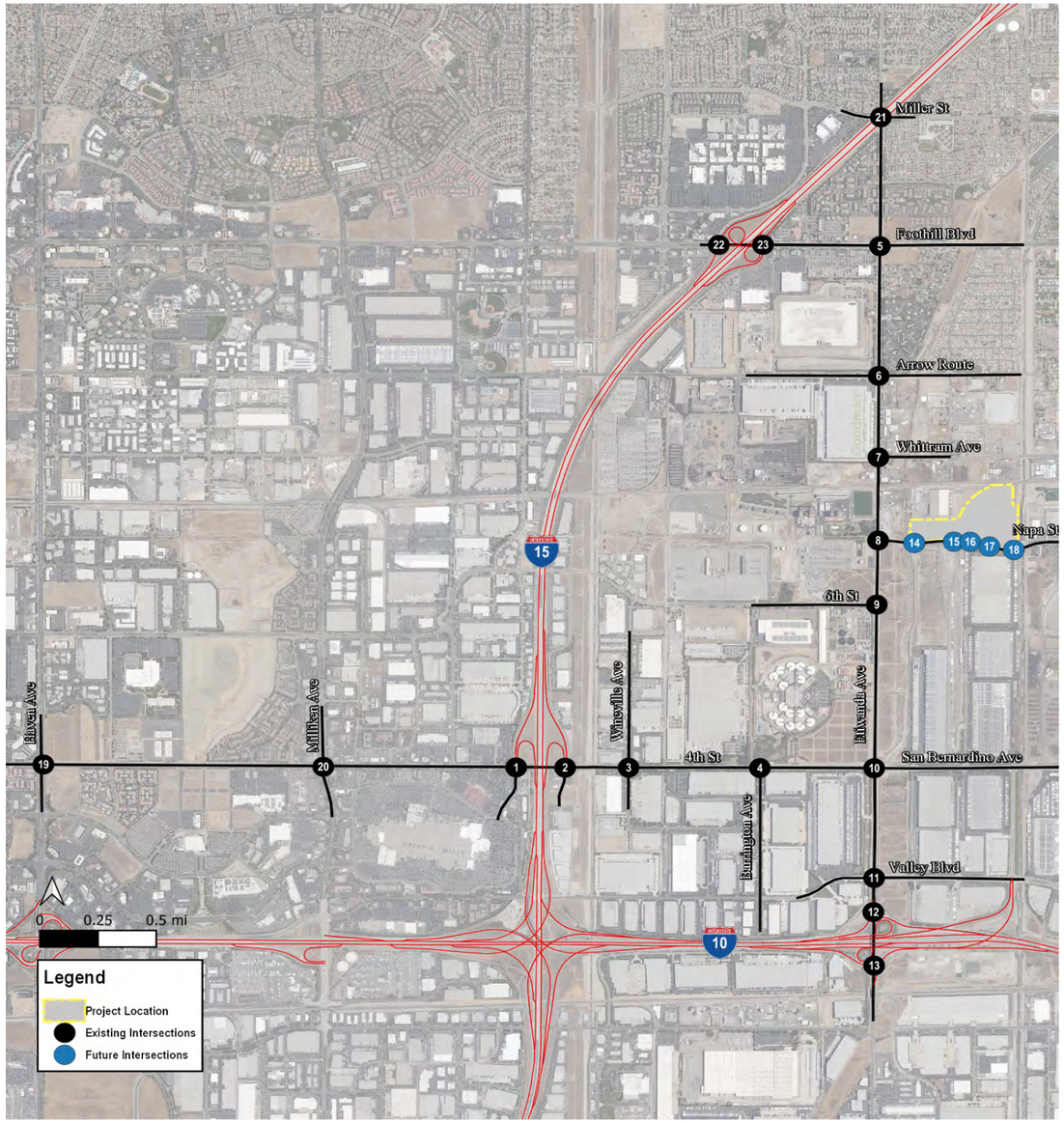


FIGURE 5

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

Napa Warehouse
Building A Project Trip Distribution (Trucks)

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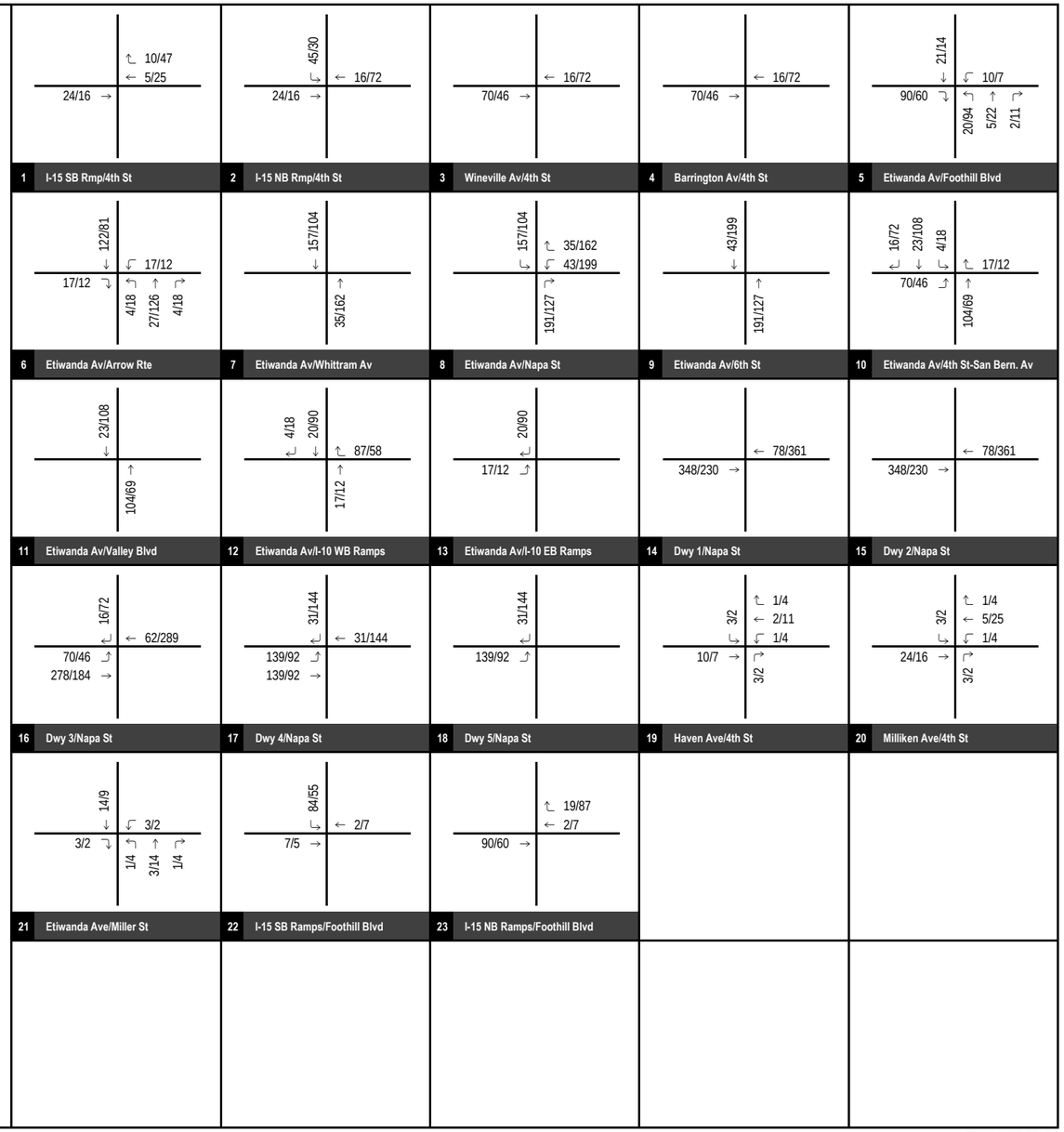


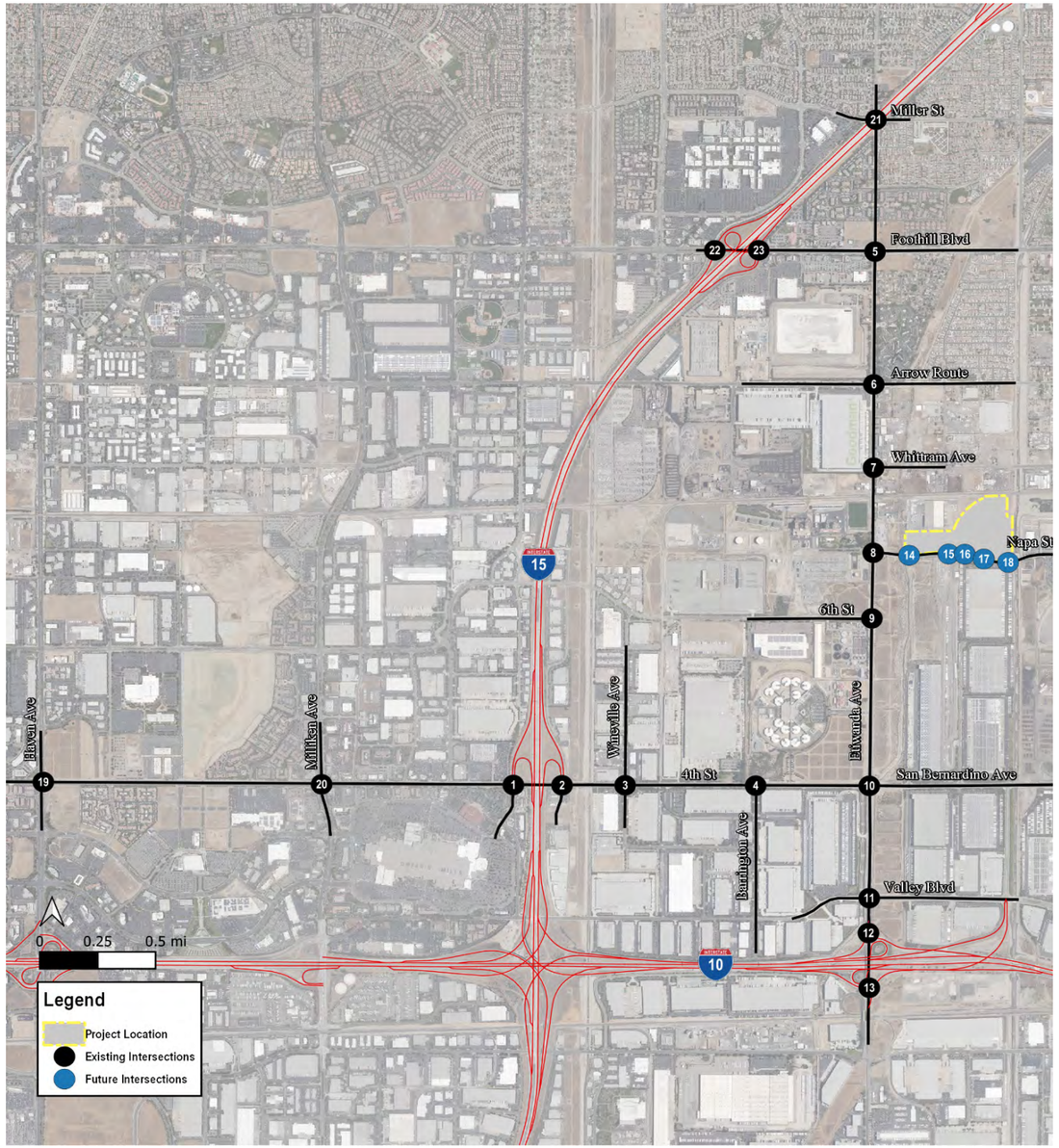
FIGURE 6

XXX/YYY AM/PM Peak Hour Trips

Napa Warehouse
Building A Project Trip Assignment (Autos)

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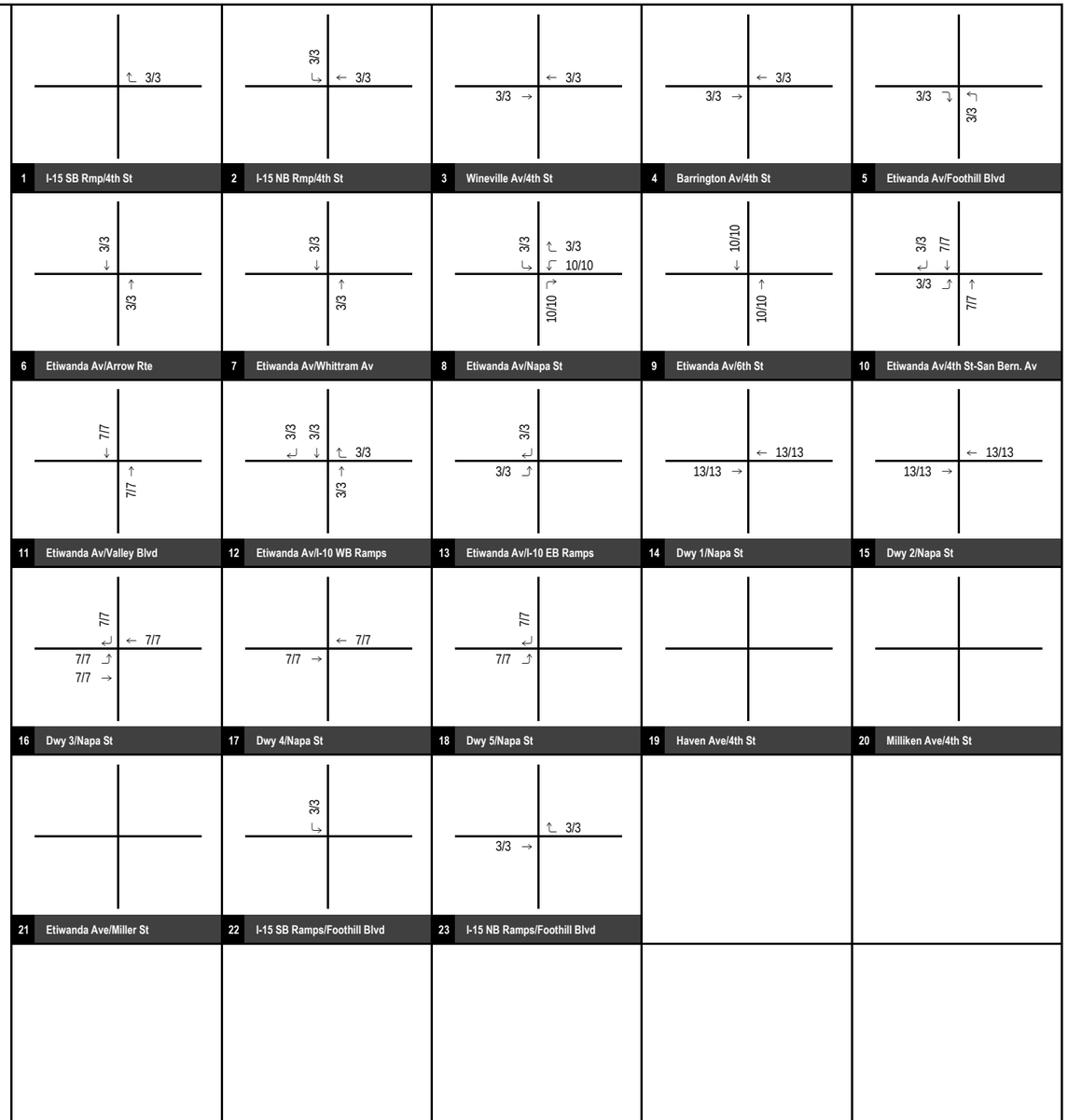
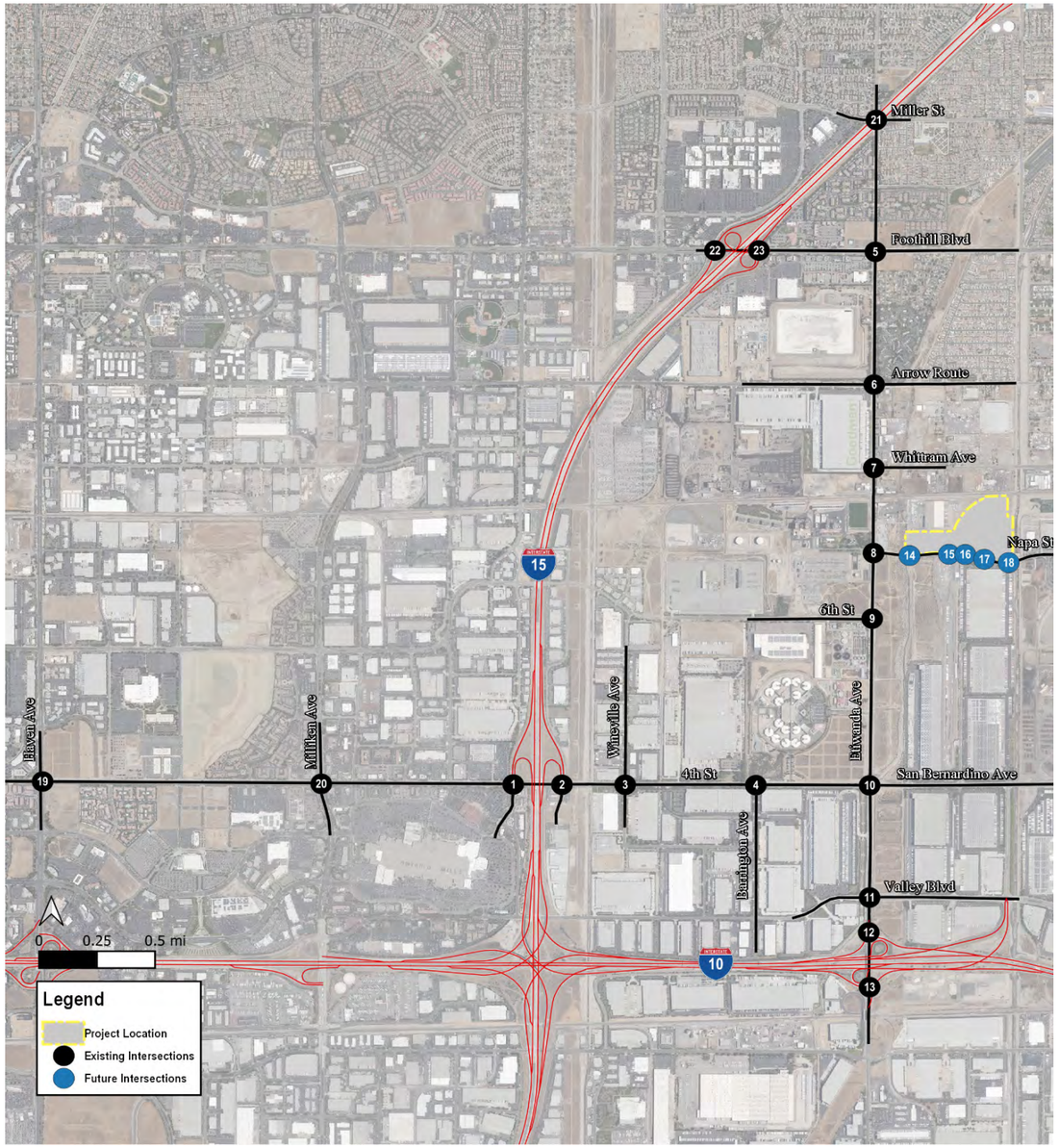


FIGURE 7

XXX/YYY AM/PM Peak Hour Trips

Napa Warehouse
Building A Project Trip Assignment (Trucks)

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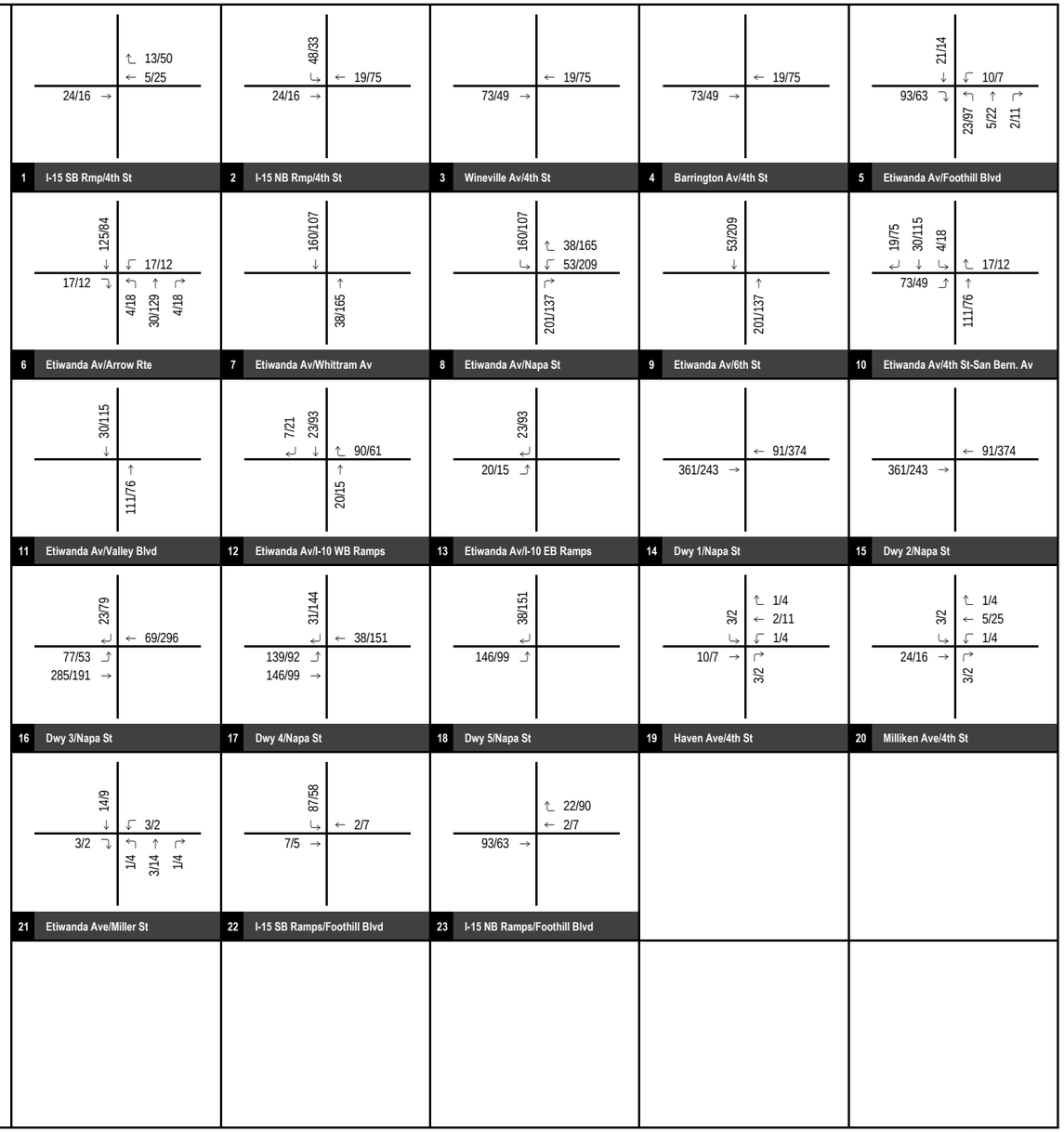
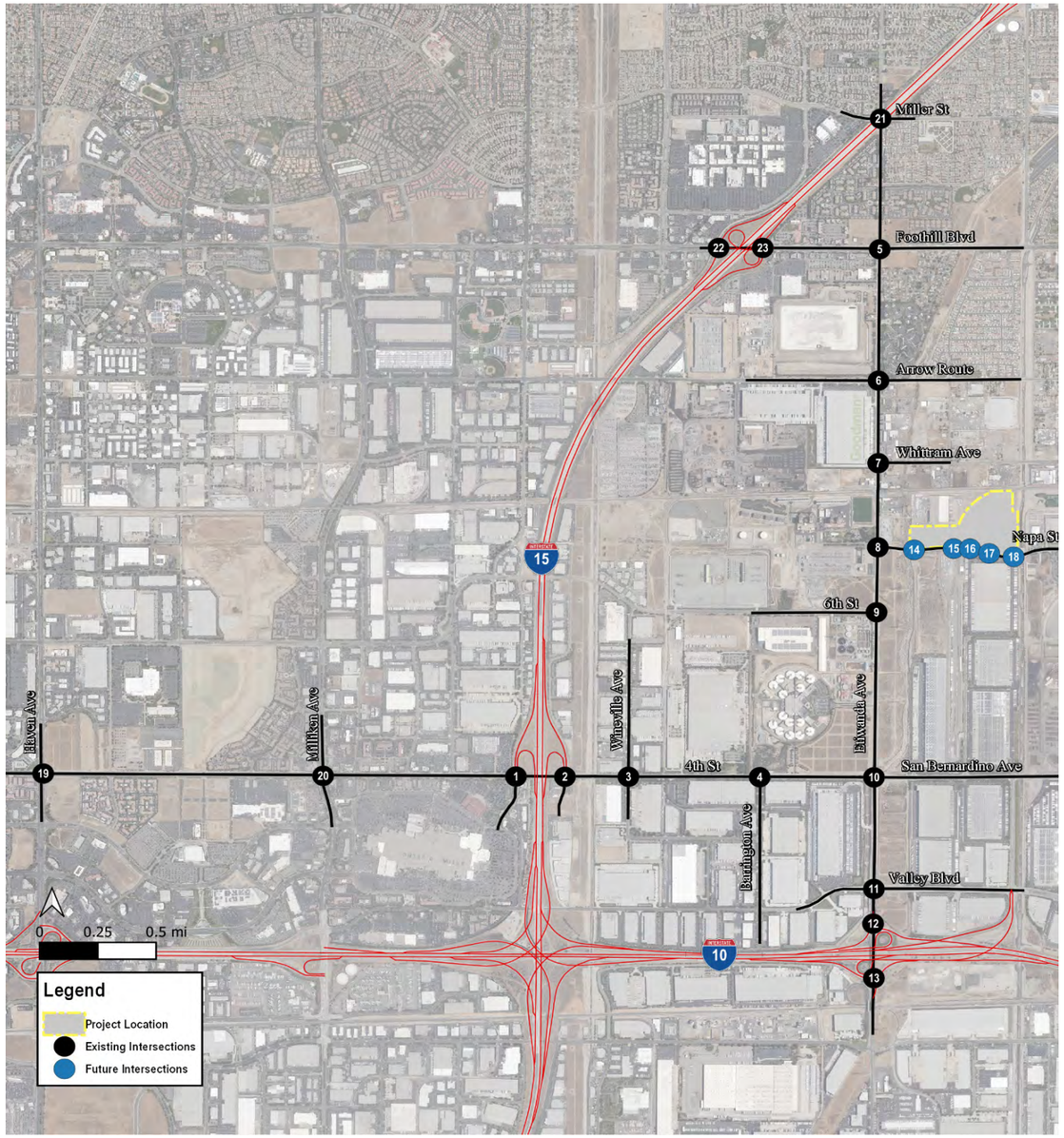


FIGURE 8

XXX/YYY AM/PM Peak Hour Trips

Napa Warehouse
Building A Total Project Trip Assignment

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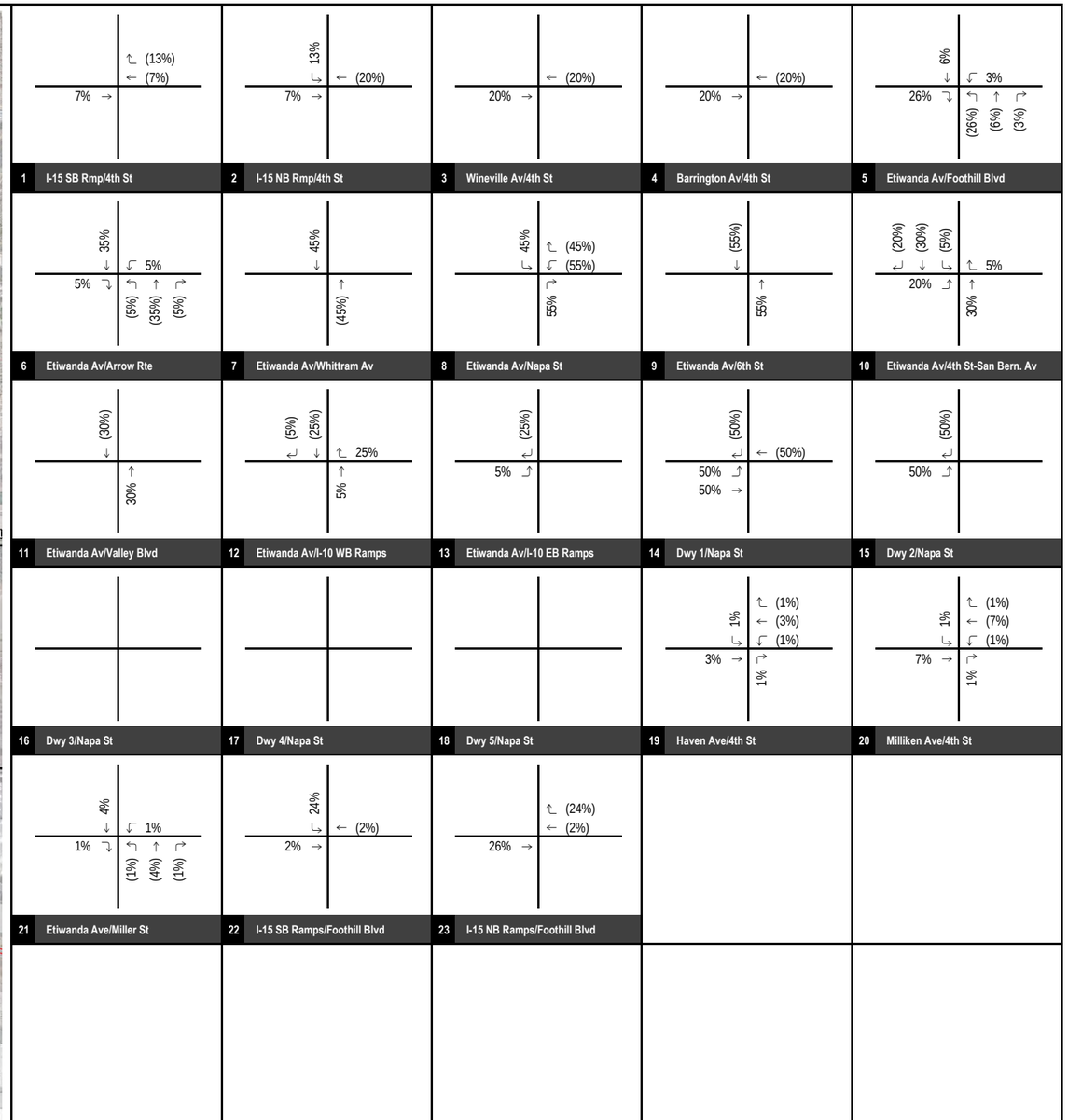
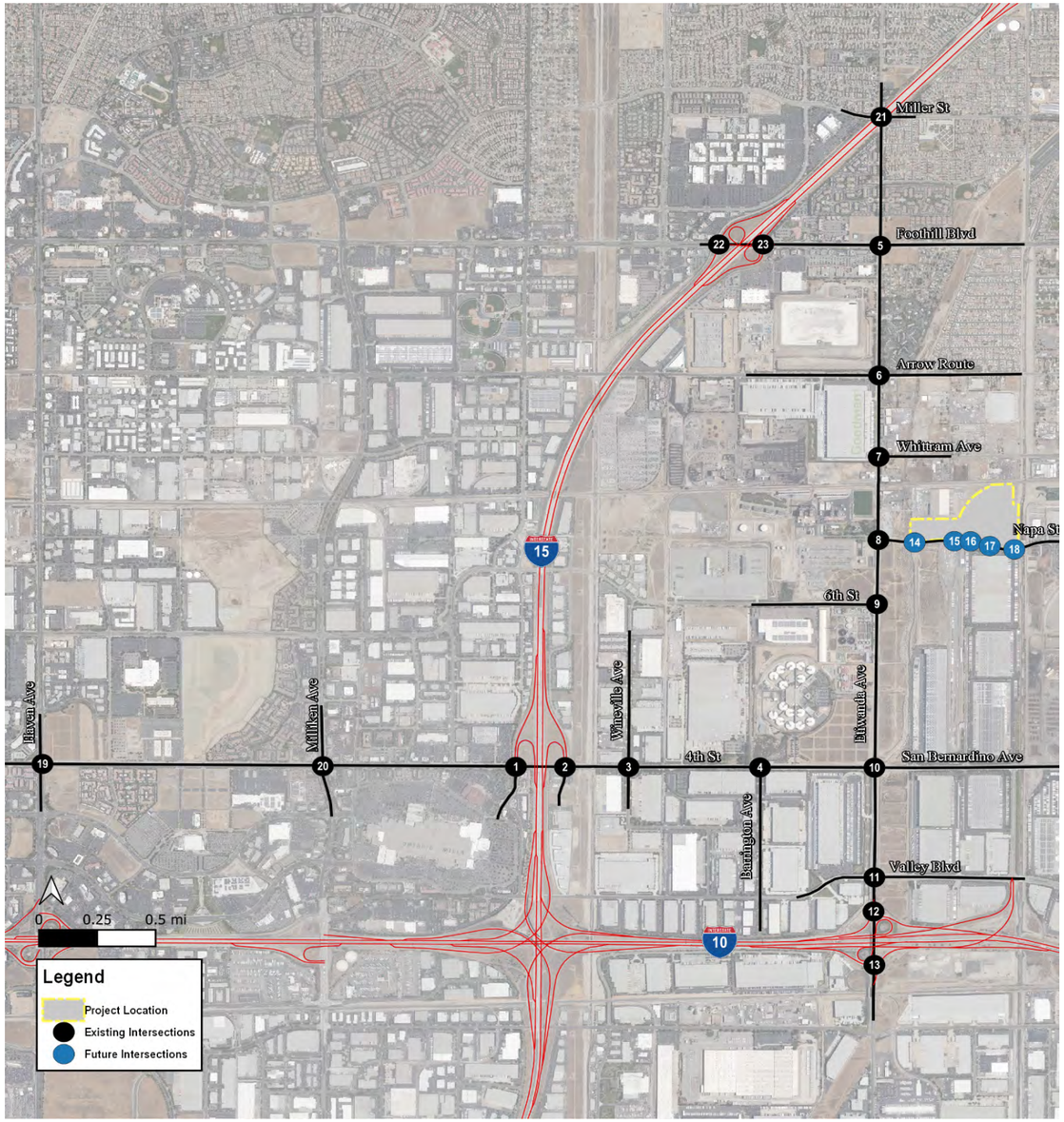


FIGURE 9

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

Napa Warehouse
Building B Project Trip Distribution (Autos)

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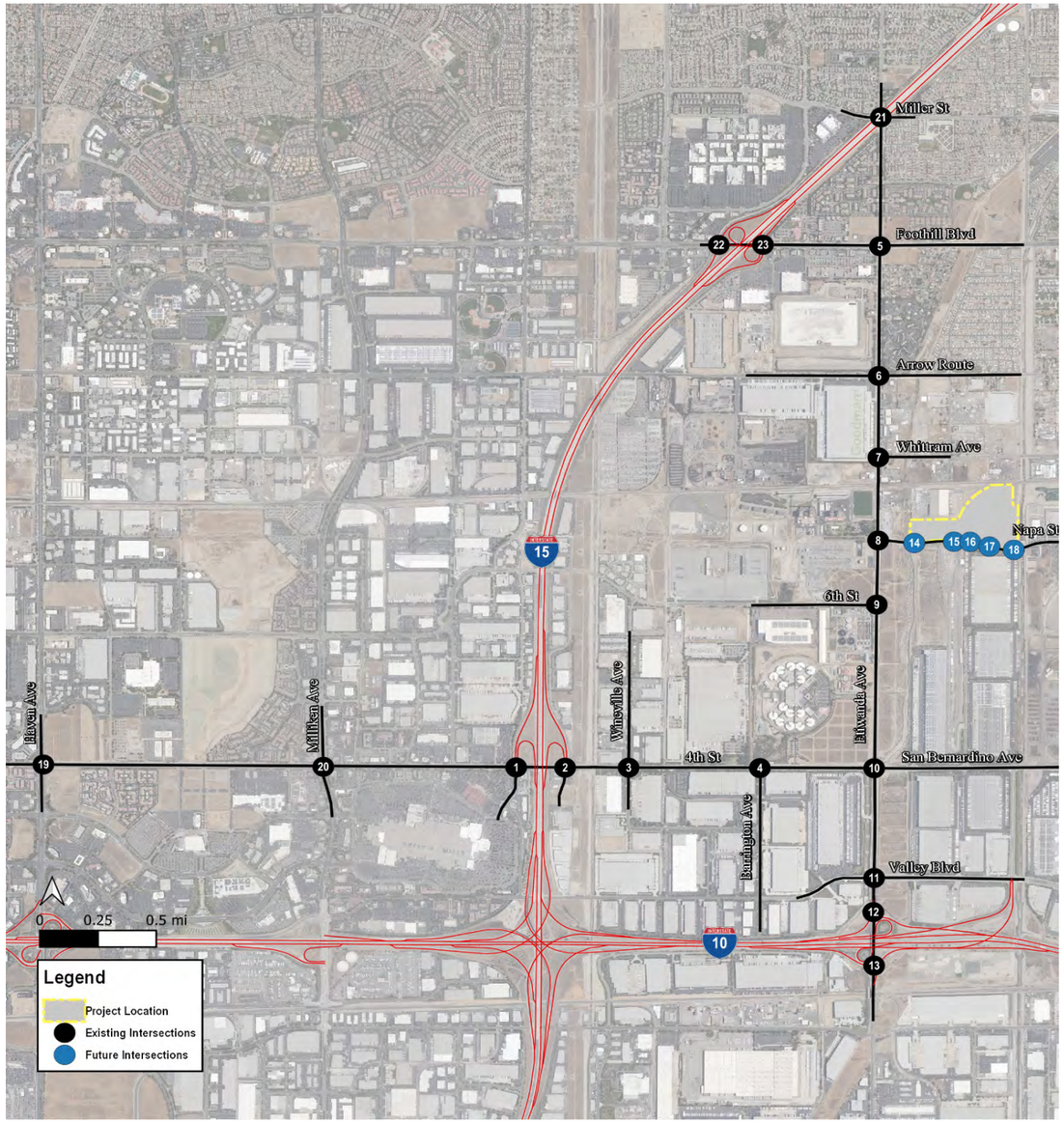
1 I-15 SB Rmp/4th St	2 I-15 NB Rmp/4th St	3 Wineville Av/4th St	4 Barrington Av/4th St	5 Etiwanda Av/Foothill Blvd
6 Etiwanda Av/Arrow Rte	7 Etiwanda Av/Whittram Av	8 Etiwanda Av/Napa St	9 Etiwanda Av/6th St	10 Etiwanda Av/4th St-San Bern. Av
11 Etiwanda Av/Valley Blvd	12 Etiwanda Av/I-10 WB Ramps	13 Etiwanda Av/I-10 EB Ramps	14 Dwy 1/Napa St	15 Dwy 2/Napa St
16 Dwy 3/Napa St	17 Dwy 4/Napa St	18 Dwy 5/Napa St	19 Haven Ave/4th St	20 Milliken Ave/4th St
21 Etiwanda Ave/Miller St	22 I-15 SB Ramps/Foothill Blvd	23 I-15 NB Ramps/Foothill Blvd		

FIGURE 10

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

Napa Warehouse
Building B Project Trip Distribution (Trucks)

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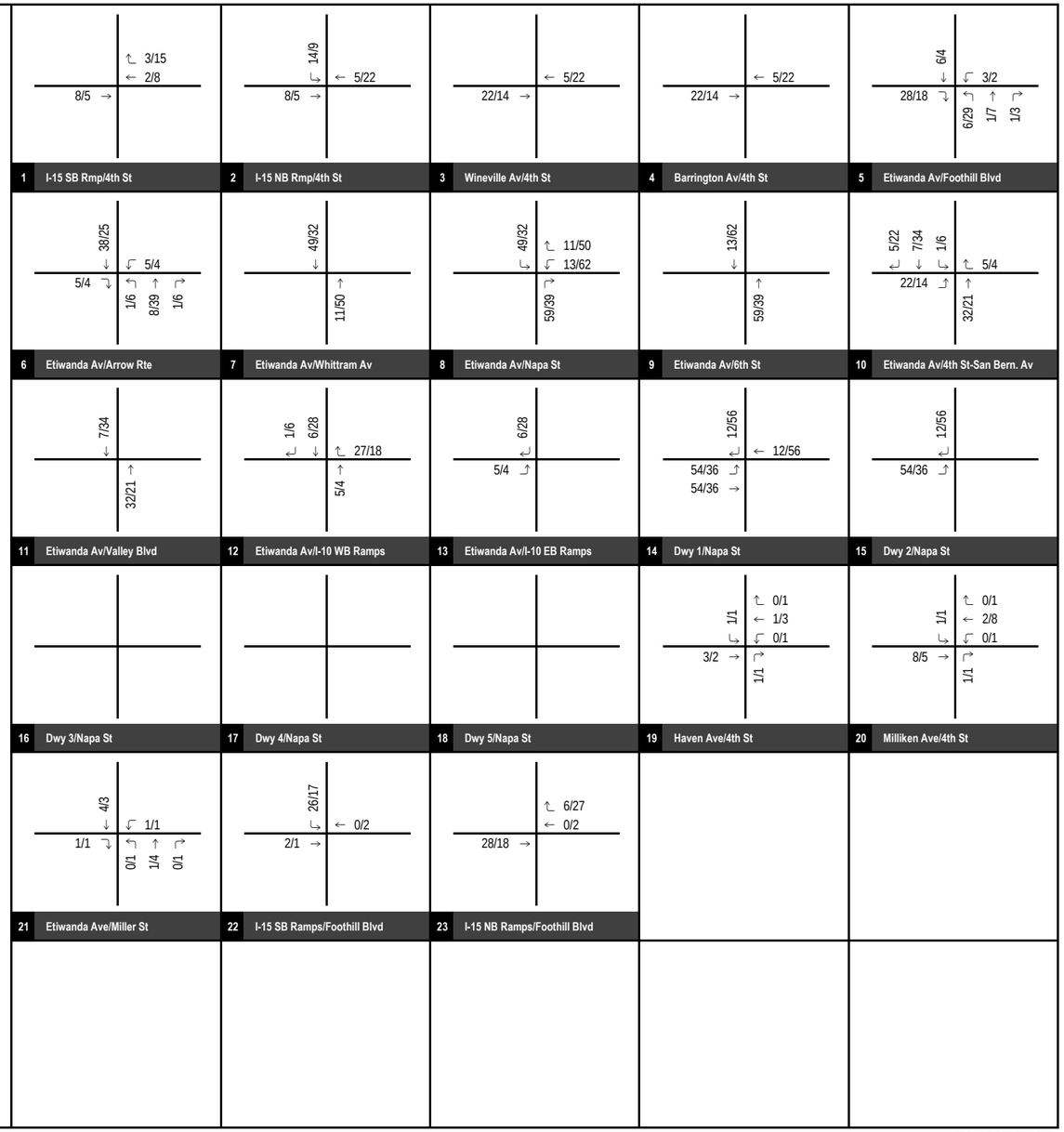
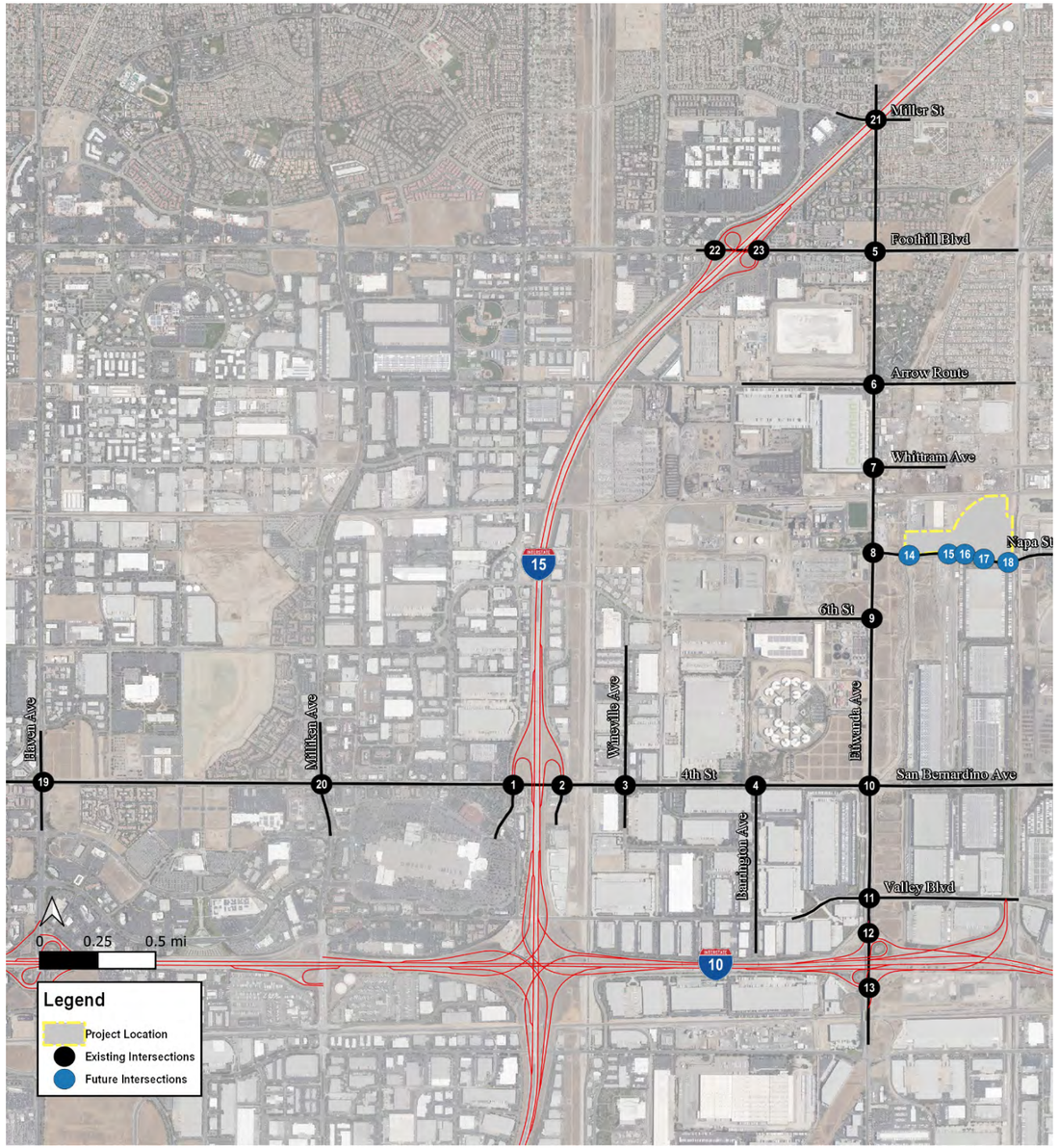


FIGURE 11

XXX/YYY AM/PM Peak Hour Trips

Napa Warehouse
Building B Project Trip Assignment (Autos)

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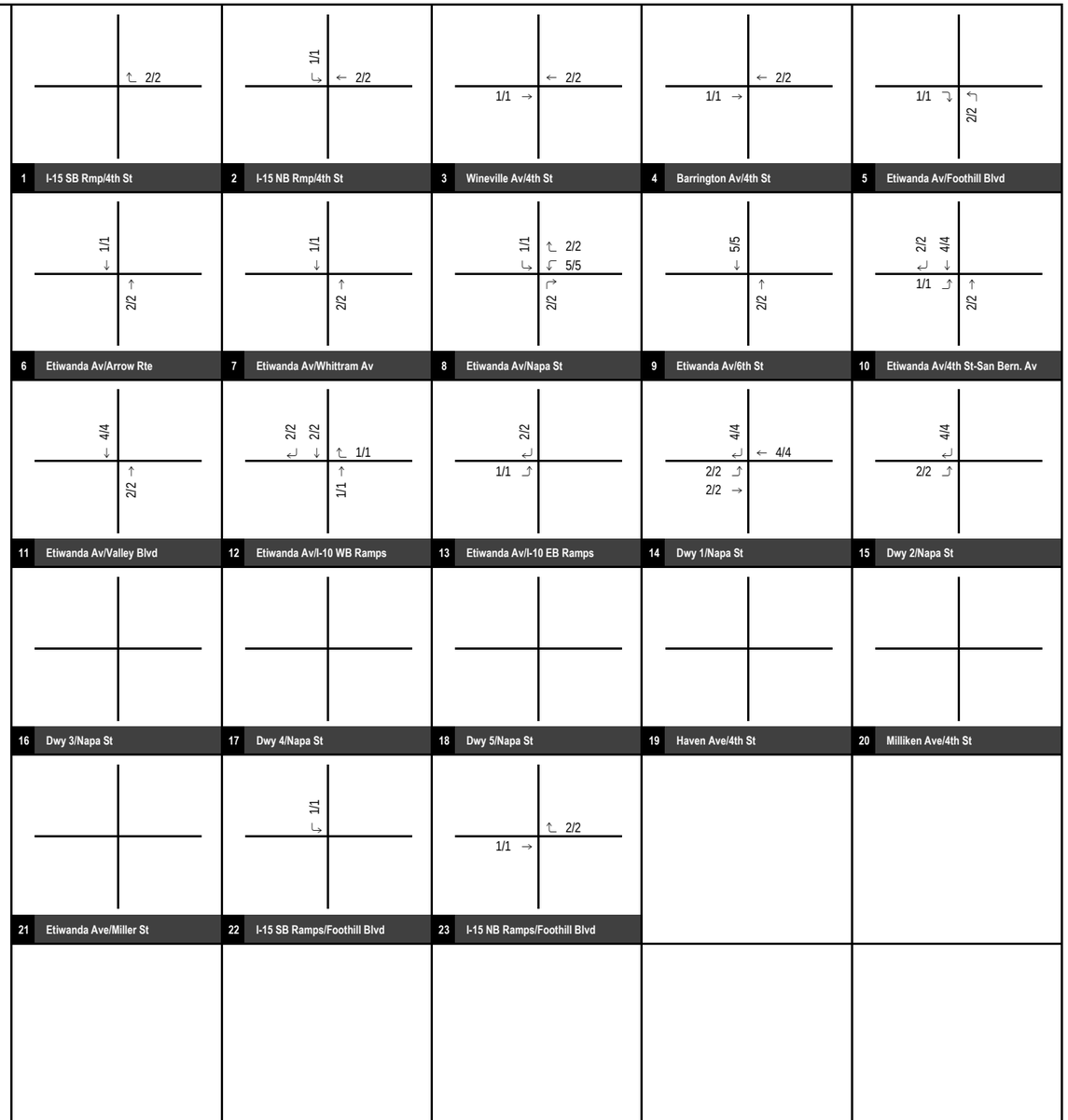


FIGURE 12

XXX/YYY AM/PM Peak Hour Trips

Napa Warehouse
Building B Project Trip Assignment (Trucks)

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shows the Building B assignment of truck trips. Figure 13 shows the total Building B trip assignment. Figure 14 shows the total project trip assignment for Buildings A and B at the study intersections.

3.0 LOS DEFINITIONS, PROCEDURES, AND THRESHOLDS

Level of service (LOS) is a measure of the quality of operational conditions within a traffic stream and is generally expressed in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Levels range from A to F, with LOS A representing excellent (free-flow) conditions and LOS F representing extreme congestion. Consistent to the guidelines, the Highway Capacity Manual (HCM) procedures have been used to evaluate levels of service. This section discusses the LOS definitions, procedures, and thresholds used in this report.

3.1 Intersection Levels of Service

The analysis of traffic operations at intersections was conducted according to the Highway Capacity Manual 6th Edition (HCM) delay methodologies, which is described in the Highway Capacity Manual (Transportation Research Board, Washington, D.C., November 2016). Under the HCM methodology, LOS for signalized intersections is based on the average delay experienced by vehicles traveling through an intersection, whereas for unsignalized intersections, the LOS is based on the worst approach where the minor leg has a shared lane and on the worst movement where the minor leg has dedicated turn lanes. Table B presents a brief description of each level of service letter grade, as well as the range of delays associated with each grade.

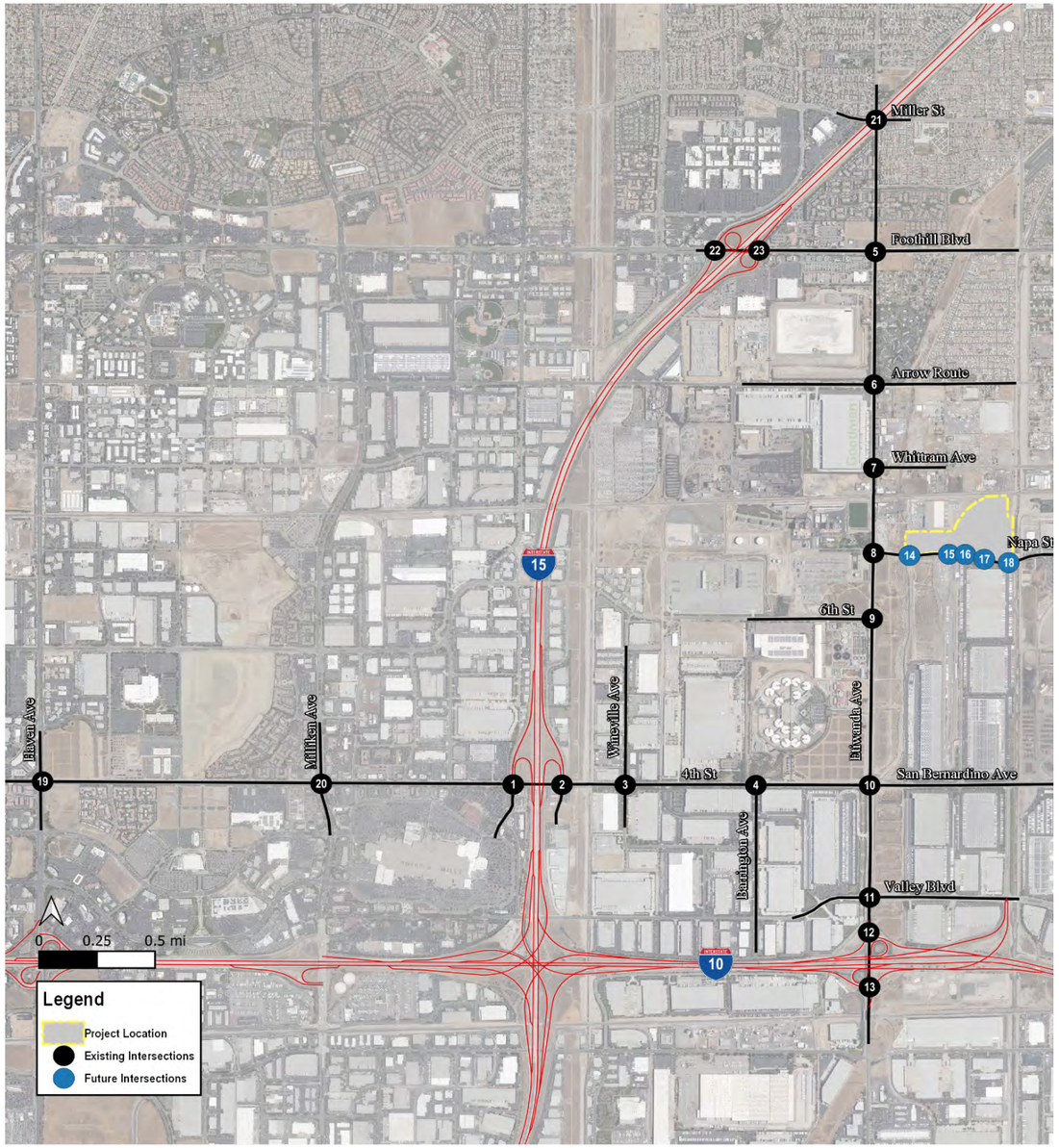
Table D: Intersection LOS Criteria

LOS	Description of Drivers' Perception and Traffic Operation	Delay in Seconds	
		Unsignalized	Signalized
A	This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If it is due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤ 10	≤ 10
B	This level is assigned when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.	> 10 and ≤ 15	> 10 and ≤ 20
C	This level is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 15 and ≤ 25	> 20 and ≤ 35
D	This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	> 25 and ≤ 35	> 35 and ≤ 55
E	This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	> 35 and ≤ 50	> 55 and ≤ 80
F	This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 50	> 80

Source: *Highway Capacity Manual, 6th Edition*

3.2 Levels of Service Thresholds

The CMP standard level of service for intersections is LOS E. The Cities of Rancho Cucamonga and Ontario use LOS D as the minimum level of service standard for intersection operations. Therefore, study intersections operating at LOS E, or F are required to be mitigated to provide LOS conformity with the City's General Plan goals. Caltrans also uses LOS D as the minimum level of service standard for state facilities. study intersections operating at LOS E, or F are required to be mitigated to LOS D or better.



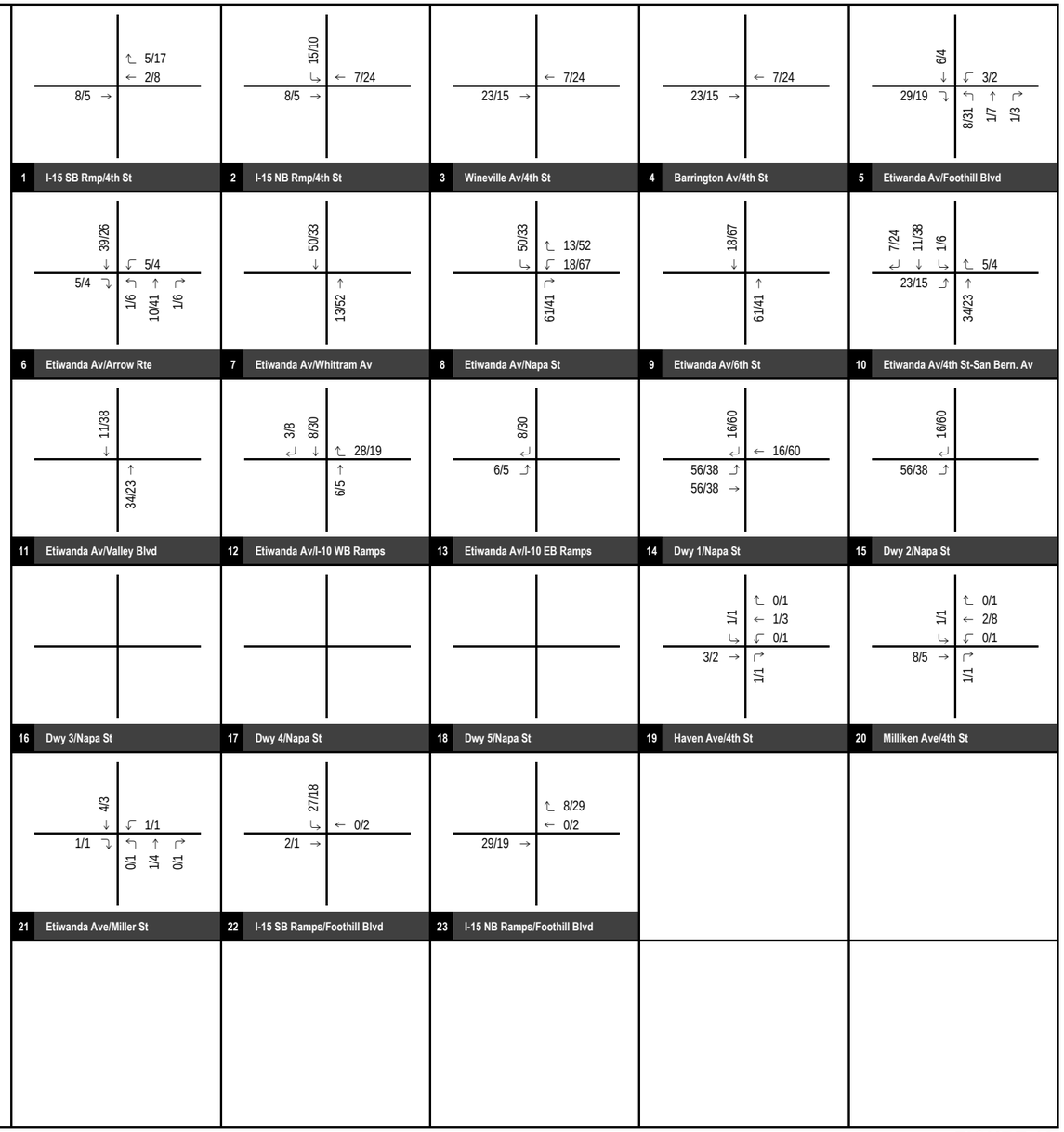
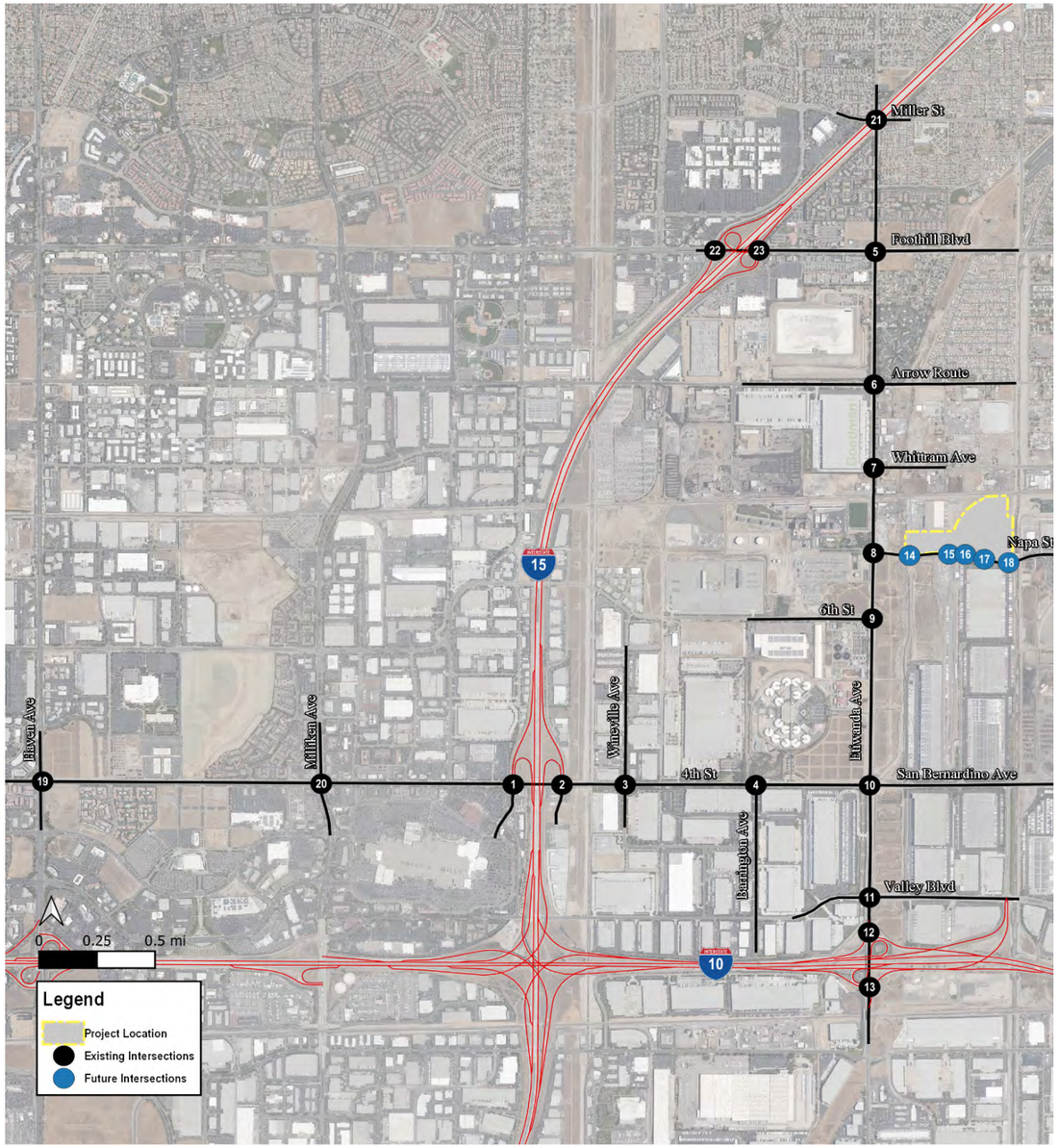


FIGURE 13

XXX/YYY AM/PM Peak Hour Trips

Napa Warehouse
Building B Total Project Trip Assignment

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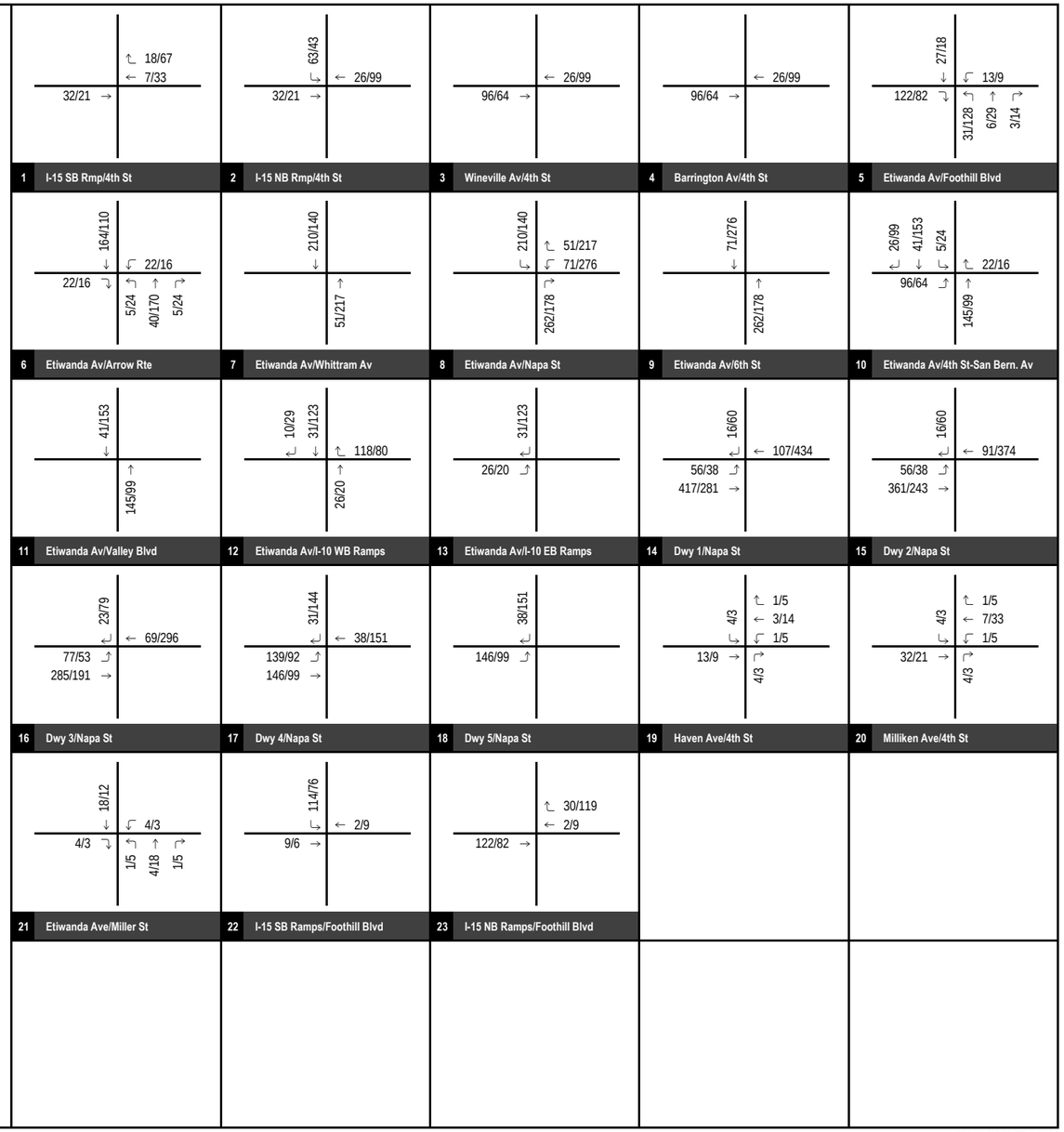


FIGURE 14

XXX/YYY AM/PM Peak Hour Trips

Napa Warehouse
Buildings A and B Total Project Trip Assignment

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4.0 VOLUME DEVELOPMENT METHODOLOGY

Forecast traffic volumes at study intersections were developed based on discussion with City staff and consistent with the guidelines in the CMP. This section discusses the volume development methodology used to forecast future traffic volumes.

4.1 Existing Traffic Volumes

Existing traffic volumes are based on peak hour intersection turn movement counts collected in 2012, 2013, 2014, 2017, and 2020. A growth rate was applied to counts not collected in 2020 for the appropriate years (2012-2017) to achieve year 2020 traffic volumes. Volume balancing at closely spaced intersections on 4th Street and Etiwanda Avenue was also conducted to reflect a consistent flow of vehicles. Count sheets are contained in Appendix A. Vehicle classification counts (e.g., passenger vehicle, 2-axle truck, 3-axle truck, and 4 or more axle truck), were conducted at most of the intersections. Consistent to the Guidelines, PCE volumes at this intersection was computed using a PCE factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with 4 or more axles. Detailed volume development worksheets are included in Appendix B.

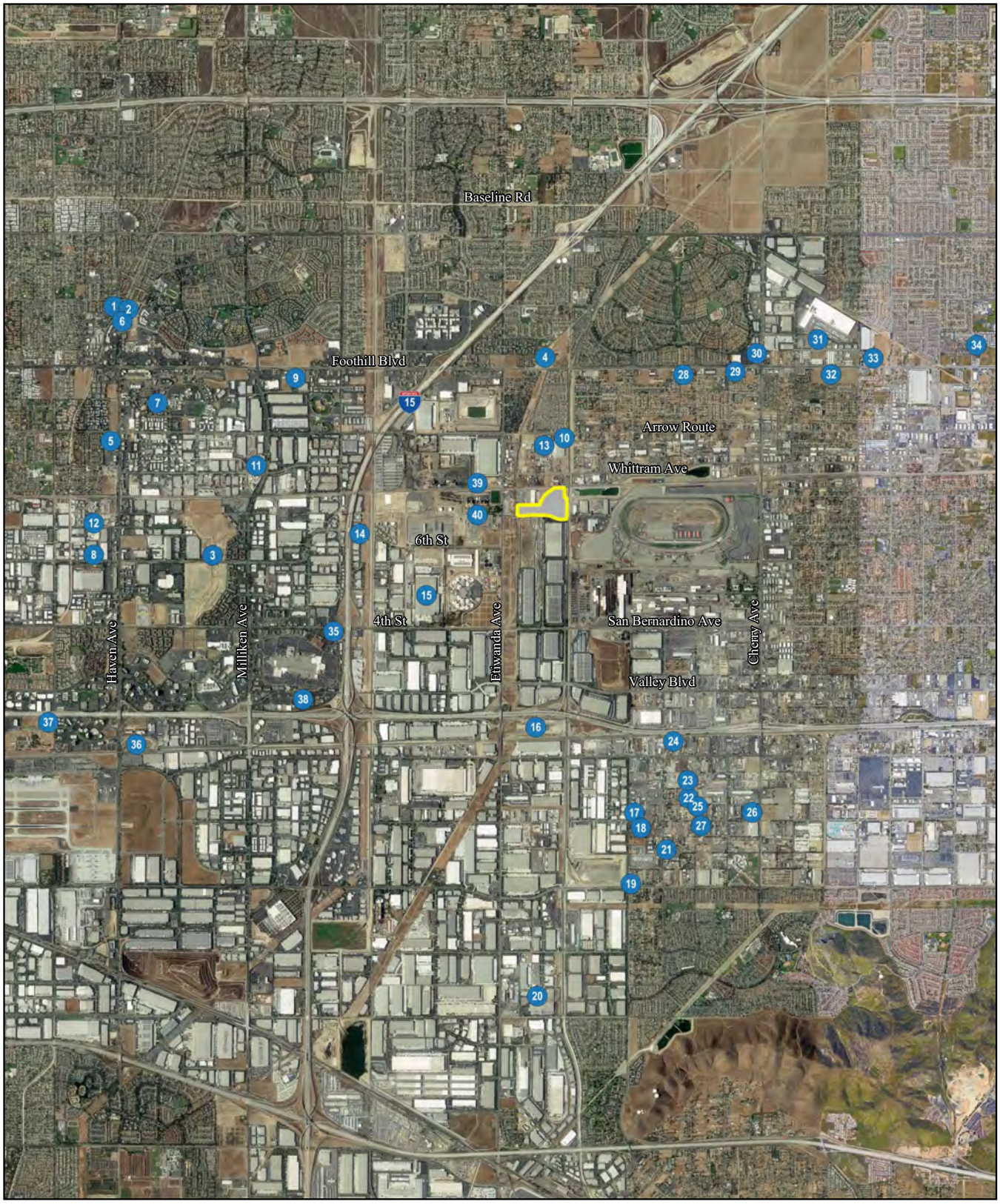
4.2 Opening Year (2022) Traffic Volumes

Opening year (2022) peak hour traffic volumes were developed by applying an annual growth rate of 2 percent per year (2020 to 2022) to the existing volumes and adding cumulative project trips at each study intersection. The cumulative projects were determined from City staff and are shown in Figure 15. Table E lists the cumulative projects included in the analysis. The cumulative projects are anticipated to generate 4,427 net a.m. peak hour trips, 5,160 net p.m. peak hour trips, and 62,703 net daily trips. Detailed volume development worksheets are included in Appendix B.

4.3 Year 2040 Traffic Volumes

Based on discussion with City staff, traffic volumes for year 2040 conditions were developed based on the San Bernardino Transportation Analysis Model. The base year for the traffic model is 2016 and the forecast year is 2040. The difference between the modeled 2016 and 2040 peak period directional arterial traffic volumes (for each intersection approach and departure) was identified from loaded network model plots. This difference defines the growth in traffic over the 24-year period. This incremental growth in peak period approach and departure volumes was factored to develop the incremental change in peak hour volumes. The SBTAM uses a three-hour a.m. peak period and a four-hour p.m. peak period. Southern California Association of Governments (SCAG), the regional Metropolitan Transportation Organization (MPO) has established that the a.m. peak hour comprises 38 percent of the a.m. peak period and that the p.m. peak hour comprises 28 percent of the p.m. peak period. Therefore, the incremental changes in peak period volumes were multiplied by the appropriate factor to develop incremental changes in peak hour volumes. The incremental growth in approach and departure volumes between 2016 and 2040 was factored to reflect the forecast growth between the year of the ground counts (2020) and 2040. For this purpose, linear growth between 2016 and year 2040 was assumed. Since the increment between 2020 and 2040 is 20 years of the 24-year time span, a factor of 0.83 (i.e., 20/24) was used. This forecast growth in approach and departure volumes were added to the 2020 ground counts, resulting in post-processed forecast year 2040 link volumes.

Year 2040 turn volumes were developed using existing turn volumes and the future approach and departure volumes, based on the methodologies contained in National Cooperative Highway Research Program Report (NCHRP) 255: Highway Traffic Data for Urbanized Area Project Planning and Design (Transportation Research Board, December 1982). At some locations, forecast turning movements were forecast to be less than those under opening year 2020 conditions. This can be attributed to network improvements, planned transit, or changes in land use. Therefore, these turning movements were adjusted by applying a growth factor of five percent to opening year 2020 traffic volumes to account for an increase in traffic volumes at these locations from cumulative conditions to year 2040. Detailed volume development worksheets are included in Appendix B.



Legend

Project Location

Cumulative Projects

FIGURE 15

Napa Warehouse
Cumulative Project Locations

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Table E: Cumulative Projects Trip Generation

Project Number	Application Number	Name	Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
1	DRC2018-00902	Cadence Senior Assisted Living	Assisted Senior Apartments									
			Trip Generation Rates [1]			0.09	0.05	0.14	0.06	0.10	0.16	2.4
			Trip Generation	97	DU	9	5	14	6	10	16	233
2	DRC2016-00713	The Bungalows at Terra Vista	Multi-Family Residential									
			Trip Generation Rates [2]			0.11	0.35	0.46	0.35	0.21	0.56	7.32
			Trip Generation	214	DU	23	75	98	75	45	120	1,566
3		Empire Lakes Specific Plan	Mixed Use									
			Trip Generation Rates [3]			-	-	-	-	-	-	-
			Trip Generation	Mixed Use		446	1,230	1,676	1,272	825	2,097	25,183
4	DRC2013-00642	Pacific Reserve	Multi-Family Residential									
			Trip Generation Rates [2]			0.11	0.35	0.46	0.35	0.21	0.56	7.32
			Trip Generation	71	DU	8	25	33	25	15	40	520
5	DRC2018-00889	Haven and Arrow	Mixed-Use									
			Trip Generation Rates [4]			-	-	-	-	-	-	-
			Trip Generation	-	-	232	72	304	84	202	286	2,819
6	DRC2018-00257	Premier Swim Academy	Athletic Club									
			Trip Generation Rates [5]			1.93	1.23	3.16	3.90	2.39	6.29	78.48
			Trip Generation	9.695	TSF	19	12	31	38	23	61	761
7	DRC2019-00371	8281 Utica Office	Office									
			Trip Generation Rates [6]			1.00	0.16	1.16	0.18	0.97	1.15	9.74
			Trip Generation	12.000	TSF	12	2	14	2	12	14	117
8	DRC2015-00553	6th and Center Industrial	Warehouse [7]									
			Passenger Cars	87.55	TSF	9	3	12	4	10	14	122
			Truck PCEs			3	7	10	3	10	13	82
			Total PCEs			12	10	22	7	20	27	204
9	DRC2015-01018	Foothill and Mayten Industrial	Warehouse [7]									
			Passenger Cars	171.32	TSF	18	6	24	7	19	26	238
			Truck PCEs			12	7	19	7	15	22	156
			Total PCEs			30	13	43	14	34	48	394
10	DRC2018-00946	Hickory and Arrow Industrial	Warehouse [7]									
			Passenger Cars	34.16	TSF	3	2	5	2	4	6	48
			Truck PCEs			0	7	7	0	7	7	35
			Total PCEs			3	9	12	2	11	13	83
11	DRC2019-00766	Milliken and Jersey Industrial	Warehouse [7]									
			Passenger Cars	143.01	TSF	15	5	20	6	16	22	199
			Truck PCEs			8	7	15	5	13	18	131
			Total PCEs			23	12	35	11	29	40	330
12	DRC2018-00711	7th and Center Industrial	Warehouse [7]									
			Passenger Cars	110.74	TSF	11	4	15	4	13	17	154
			Truck PCEs			6	7	13	3	10	13	101
			Total PCEs			17	11	28	7	23	30	255
13	DRC2019-00590	104,269 s.f. Industrial Building	Warehouse [7]									
			Passenger Cars	104.27	TSF	11	4	15	4	12	16	145
			Truck PCEs			6	7	13	3	10	13	98
			Total PCEs			17	11	28	7	22	29	243
14	DRC2020-00026	23,380 s.f. Warehouse	Warehouse [7]									
			Passenger Cars	23.38	TSF	3	1	4	1	3	4	33
			Truck PCEs			0	7	7	0	7	7	25
			Total PCEs			3	8	11	1	10	11	58

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Table E: Cumulative Projects Trip Generation

Project Number	Application Number	Name	Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
15	DRC2020-00212	Two Industrial Warehouse Buildings	Warehouse [8]									
			Passenger Cars	2200.00	TSF	84	25	109	39	98	137	1907
			Truck PCEs			133	40	173	65	151	216	2,960
			Total PCEs			217	65	282	104	249	353	4,867
16		Pacific Freeway Center	Warehouse [9]									
			Passenger Cars	-	-	44	17	62	20	40	60	602
			Truck PCEs			46	17	63	26	54	80	997
			Total PCEs			90	34	125	46	94	140	1,599
17		Storage Yard	Storage [10]									
			Passenger Cars	17.38	AC	3	4	7	14	7	21	196
			Truck PCEs			35	60	95	84	44	128	2,732
			Total PCEs			38	64	102	98	51	149	2,928
18		Tire Facility	Warehouse [7]									
			Passenger Cars	63.00	TSF	7	2	9	3	7	10	88
			Truck PCEs			3	7	10	0	10	10	60
			Total PCEs			10	9	19	3	17	20	148
19		Convenience Market with Gas Stati	Convenience Market with Gasoline Pumps									
			Trip Generation Rates [11]			20.99	20.99	41.98	24.92	24.92	49.83	633.53
			Trip Generation	2.4	TSF	50	51	101	60	60	120	1,520
			Pass-By Trips			0	0	0	0	0	0	0
			Total Net Trip Generation			50	51	101	60	60	120	1,520
20		Warehouse	Warehouse [7]									
			Passenger Cars	98.82	TSF	10	4	14	4	11	15	137
			Truck PCEs			6	7	13	3	10	13	91
			Total PCEs			16	11	27	7	21	28	228
21		Warehouse	Warehouse [7]									
			Passenger Cars	15.57	TSF	2	1	3	1	2	3	22
			Truck PCEs			0	7	7	0	7	7	18
			Total PCEs			2	8	10	1	9	10	40
22		Warehouse	Warehouse [7]									
			Passenger Cars	133.81	TSF	14	5	19	6	15	21	186
			Truck PCEs			8	7	15	5	13	18	123
			Total PCEs			22	12	34	11	28	39	309
23		Truck and Trailer Sales	Truck Sales									
			Trip Generation Rates [12]			1.37	0.50	1.87	0.97	1.46	2.43	27.84
			Trip Generation	15.000	TSF	20	8	28	15	22	37	418
24		Warehouse	Warehouse [7]									
			Passenger Cars	109.63	TSF	11	4	15	4	13	17	152
			Truck PCEs			6	7	13	3	10	13	101
			Total PCEs			17	11	28	7	23	30	253
25		Warehouse	Warehouse [7]									
			Passenger Cars	159.62	TSF	17	5	22	7	18	25	221
			Truck PCEs			11	7	18	4	15	19	146
			Total PCEs			28	12	40	11	33	44	367
26		Warehouse	Warehouse [7]									
			Passenger Cars	174.28	TSF	18	6	24	7	20	27	242
			Truck PCEs			12	7	19	7	15	22	161
			Total PCEs			30	13	43	14	35	49	403
27		Warehouse	Warehouse [7]									
			Passenger Cars	296.92	TSF	31	10	41	12	33	45	412
			Truck PCEs			20	10	30	5	25	30	267
			Total PCEs			51	20	71	17	58	75	679

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Table E: Cumulative Projects Trip Generation

Project Number	Application Number	Name	Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
28		Assisted Living	Assisted Living									
			Trip Generation Rates [13]			0.12	0.07	0.19	0.10	0.16	0.26	2.6
			Trip Generation	216	Beds	26	15	41	21	36	57	562
29		Tire Repair	Tire Shop									
			Trip Generation Rates [14]			1.74	0.98	2.72	1.71	2.27	3.98	28.52
			Trip Generation	10	TSF	17	10	27	17	22	39	279
30		Carwash	Carwash									
			Trip Generation Rates [15]			7.10	7.10	14.20	7.10	7.10	14.20	163
			Trip Generation	5.702	TSF	40	41	81	40	41	81	929
		Coffee Shop	Coffee Shop with Drive Through									
			Trip Generation Rates [16]			45.38	43.61	88.99	21.69	21.69	43.38	820.38
			Trip Generation	1.901	TSF	86	83	169	41	42	83	1,559
31		Warehouse	Warehouse [7]									
			Passenger Cars	75.00	TSF	8	3	11	3	9	12	104
			Truck PCEs			3	7	10	0	10	10	73
			Total PCEs			11	10	21	3	19	22	177
32		Apartments	Multi-Family Residential									
			Trip Generation Rates [2]			0.11	0.35	0.46	0.35	0.21	0.56	7.32
			Trip Generation	136	DU	14	49	63	48	29	77	996
33		Senior Apartments	Senior Housing Attached									
			Trip Generation Rates [17]			0.07	0.13	0.20	0.14	0.12	0.26	3.7
			Trip Generation	76	DU	5	10	15	11	9	20	281
34		Senior Apartments	Senior Housing Attached									
			Trip Generation Rates [17]			0.07	0.13	0.20	0.14	0.12	0.26	3.7
			Trip Generation	72	DU	5	9	14	10	9	19	266
35		Fast-Food Restaurant	Fast-Food Restaurant with Drive Through									
			Trip Generation Rates [18]			20.50	19.69	40.19	16.99	15.68	32.67	470.95
			Trip Generation	3.000	TSF	61	60	121	51	48	99	1,413
			Pass-By Trips			(30)	(29)	(59)	(26)	(24)	(50)	(109)
			Total Net Trip Generation			31	31	62	26	24	50	1,304
36		Costco Business Center	Costco									
			Trip Generation Rates [19]			-	-	-	-	-	-	-
			Trip Generation	-	-	172	155	327	189	193	382	5,315
37		Hotel	Hotel									
			Trip Generation Rates [20]			0.28	0.19	0.47	0.31	0.29	0.60	8.36
			Trip Generation	124	Rooms	34	24	58	38	37	75	1,037
38		College	College									
			Trip Generation Rates [21]			1.59	0.48	2.07	0.93	0.93	1.86	20.25
			Trip Generation	13	TSF	20	6	26	12	12	24	257
39		Warehouse	Warehouse [7]									
			Passenger Cars	56.56	TSF	-	-	-	-	-	-	-
			Truck PCEs			-	-	-	-	-	-	-
			Net Trip Generation			99	27	125	41	91	132	847
40		Warehouse	Warehouse [8]									
			Passenger Cars	1070.24	TSF	42	12	54	19	48	67	928
			Truck PCEs			64	21	85	30	76	106	1,441
			Total PCEs			106	33	139	49	124	173	2,369
Total Trip Generation						**2,111**	**2,316**	**4,427**	**2,491**	**2,669**	**5,160**	**62,703**

Notes: DU = Dwellin(Notes: VFP = Vehicle Fueling Positi Notes: VFP = Vehicle Fueling Positions, TSF = Thousand Square Feet, DU = Dwelling Units

1 Trip generation based on rates for Land Use 255 - "Continuing Care Retirement Community" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).

2 Trip generation based on rates for Land Use 220 - "Multifamily Housing (Low-Rise)" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).

3 Trip Generation from "Empire Lakes DEIR Appendix I TIA" from Fehr and Peers (October, 2015.)

4 Trip Generation from "Leftbank Art-Haven at Arrow Traffic Impact Analysis" from Translutions (January, 2019.)

Table E: Cumulative Projects Trip Generation

Project Number	Application Number	Name	Land Use	Quantity	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
5		Trip generation based on rates for Land Use 493 - "Athletic Club" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
6		Trip generation based on rates for Land Use 710 - "General Office Building" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
7		Rates based on Land Use 150 - "Warehousing" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.). Recommended Truck Mix Percentages per City of Fontana Truck Trip Generation Study for Heavy Warehouse uses, August 2003. Recommended PCE Factor per SBCTA Guidelines.										
8		Rates based on Land Use 154 - "High-Cube Transload and Short-Term Storage Warehouse" from Institute of Transportation Engineers (ITE) Trip Generation (10th Ed.). Recommended Truck Mix Percentages per SCAQMD Truck Trip Generation Study.										
9		Trip Generation from "Pacific Freeway Center TIA" from Urban Crossroads (June, 2017.)										
10		Trip generation based on rates for Land Use "Storage Yard" from City of San Bernardino.										
11		Trip generation based on rates for Land Use 85 - "Convenience Market with Gasoline Pumps" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
12		Trip generation based on rates for Land Use 840 - "Automobile Sales (New)" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
13		Trip generation based on rates for Land Use 254 - "Assisted Living" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
14		Trip generation based on rates for Land Use 848 - "Tire Store" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
15		Trip generation based on rates for Land Use 948 - "Automated Car Wash" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
16		Trip generation based on rates for Land Use 937 - "Coffee/Donut Shop with Drive-Through Window" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
17		Trip generation based on rates for Land Use 252 - "Senior Adult Housing - Attached" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
18		Trip generation based on rates for Land Use 934 - "Fast-Food Restaurant with Drive-Through Window" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
19		Trip Generation from "Ontario Gateway - Trip Generation Comparison" from LSA Associates (June, 2019.)										
20		Trip generation based on rates for Land Use 320- "Hotel" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										
21		Trip generation based on rates for Land Use 540- "Junior/Community College" from Institute of Transportation Engineers' (ITE) *Trip Generation* (10th Edition).										

4.4 Existing, Opening Year (2022), and Year 2040 With Project Traffic Volumes

Traffic volumes for existing, opening year (2022), and year 2040 with project conditions were developed by adding the trip assignment to the corresponding (i.e. existing, opening year (2022), and year 2040 without project traffic volumes.

5.0 EXISTING CONDITIONS

This section discusses the existing transportation conditions in the study area.

5.1 Existing Roadway Conditions

Regional access to the project site is provided by Interstate 10 to the south and west, and State Route 210 to the north and Interstate 15 to the east. Local access is provided by the following roadways:

- **Foothill Boulevard** is oriented in the east-west direction. It is a six-lane divided roadway in the analysis area. Foothill Boulevard is classified as a Major Divided Arterial in the City's General Plan. Foothill Boulevard is also designated as a Principal Travel Corridor in the General Plan.
- **4th Street** is oriented in the east-west direction. It is a four-lane undivided roadway in the analysis area. 4th Street is classified as a Major Divided Arterial in the City's General Plan. 4th Street is also designated as a Principal Travel Corridor in the General Plan.
- **Arrow Route** is oriented in the east-west direction. It is a four-lane roadway in the analysis area. Arrow Route is classified as a Major Arterial in the City's General Plan. Arrow Route is also designated as a Secondary Travel Corridor in the General Plan.
- **Whittram Avenue** is oriented in the east-west direction. It is a two-lane roadway in the analysis area.
- **Napa Street** is oriented in the east-west direction. It is a four-lane roadway near the analysis area.
- **6th Street** is oriented in the east-west direction. It is a four-lane roadway near the analysis area. In the City's General Plan, 6th Street is classified as a Secondary Roadway. 6th Street is also designated as a Tertiary Travel Corridor in the General Plan.
- **Etiwanda Avenue** is oriented in the north-south direction. It is a four-lane roadway near the analysis area. In the City's General Plan, Etiwanda Avenue is classified as a Major Arterial. Etiwanda Avenue is also designated as a Tertiary Travel Corridor in the General Plan.

5.2 Existing Transit Service

Public transportation services within the City of Rancho Cucamonga and near the proposed project include bus transit service (Omnitrans) and commuter rail transportation (Metrolink). These services are further described below.

Bus Service. Public transportation in the City of Rancho Cucamonga is mainly provided by Omnitrans, which is the regional transit operator in San Bernardino County. The following transit routes operate near the project:

- **Route 66** provides service near the project site and connects the project site to Fontana and Montclair. Near the study area, Route 66 travels along Foothill Boulevard with the closest stop at the intersection of Etiwanda Avenue and Foothill Boulevard to the north of the project. Route 66 operates at 15-minute headways during the day on weekdays and at 30-minute headways on the weekend.
- **Route 61** provides service near the project site and connects the project site to Fontana and Montclair. Near the study area, Route 61 travels along 4th Street/San Bernardino Avenue with the closest stop at the intersection of Etiwanda Avenue and 4th Street/San Bernardino Avenue to the south of the project. Route 61 operates at 20 to 30-minute headways during the day on weekdays and at 30-minute headways on the weekend.

Commuter Rail Service. Commuter rail service is provided by Metrolink, which is operated by the Southern California Regional Rail Authority (SCRRA). Metrolink train service is available between the counties of Ventura, Los Angeles, San Bernardino, Orange, Riverside, and north San Diego. The area is served by the San Bernardino Line, which runs east-west between the San Bernardino Station and the Los Angeles Union Station. The Rancho Cucamonga Station is the nearest Metrolink station to the project site and is approximately 2.5 miles from the project site. Figure 16 illustrates the transit lines within the project area.



Legend

Project Location | Route 66 | Route 61 | Bus Stops

FIGURE 16

Napa Warehouse
Transit Routes

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5.3 Existing Bicycle & Pedestrian Facilities

The City's bikeway network includes three types of facilities and are discussed below:

- **Class I Bike Path** A Class I facilities are bicycle trails or paths that are essentially off street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed.
- **Class II Bike Lane** Class II bike lanes can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a Bike Lane adjacent to a parking lane can be four feet in width. Bike Lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings. ways delineate the right-of-way assigned to bicyclists along roadways. Bike lane signs and pavement markings help define these bike lanes.
- **Class III Bike Street** is a street providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage – both by the side of the street and stenciled on the roadway surface – alerts motorists to bicyclists sharing the roadway are called Bike Streets, and are enhancements of the standard Class III Bike Route, which is only indicated by small wayside signs.

Figure 17 illustrates the existing bicycle facilities near the project area. As shown in Figure 17, existing bicycle lanes are located on 4th Street west of Etiwanda Avenue, 6th Street west of Etiwanda Avenue, Arrow Route west of Ilex Street, and Foothill Boulevard west of East Avenue.

Pedestrian circulation in Rancho Cucamonga is primarily provided via sidewalks. Figure 18 illustrates the existing pedestrian facilities adjacent to the project. As illustrated in Figure 18, there are continuous sidewalks adjacent to the project on Napa Street.

5.4 Existing Intersections Levels of Service

An intersection level of service analysis was conducted for existing conditions to determine current circulation system performance. Figure 19 shows the lane geometrics and stop controls at the study intersections. Existing traffic volumes at study intersections are shown in Figure 20. Detailed volume development worksheets are included in Appendix B. The existing levels of service for the study area intersections are summarized in Table F. Level of service calculation worksheets are contained in Appendix C. As shown in Table F, all study area intersections are currently operating at satisfactory levels of service with the exception of the following:

- I-15 Southbound Ramps/4th Street (p.m. peak hour).
- Etiwanda Avenue/Foothill Boulevard (a.m. peak hour).
- Etiwanda Avenue/Arrow Route (a.m. peak hour);
- Etiwanda Avenue/Whittram Avenue (a.m. peak hour); and
- Etiwanda Avenue/6th Street (a.m. peak hour).

6.0 OPENING YEAR (2022) CONDITIONS

This section discusses opening year transportation conditions in the study area. It is anticipated that the project will open in 2022.

6.1 Opening Year (2022) Roadway Conditions

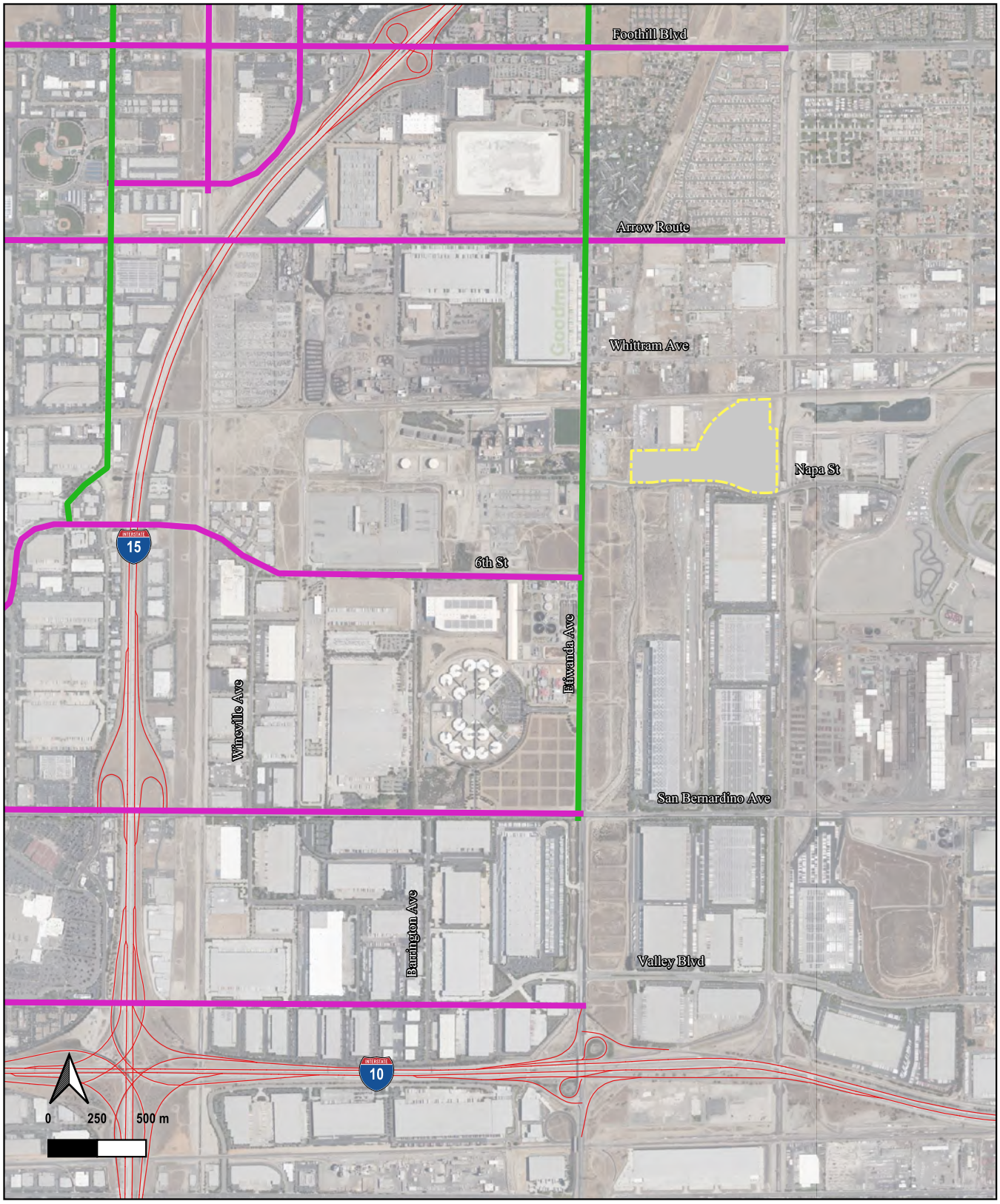
Opening year roadway conditions are assumed to be the same as those under existing conditions.

6.2 Opening Year (2022) Transit Service

Transit service under opening year conditions are anticipated to remain the same as under existing conditions.

6.3 Opening Year (2022) Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under opening year conditions are anticipated to remain the same as under existing conditions.



Legend

Project Location

Bicycle_Plan_Public-shp Bicycle_Plan — Existing Class II

Proposed Class II

FIGURE 17

Napa Warehouse
Bicycle Facilities

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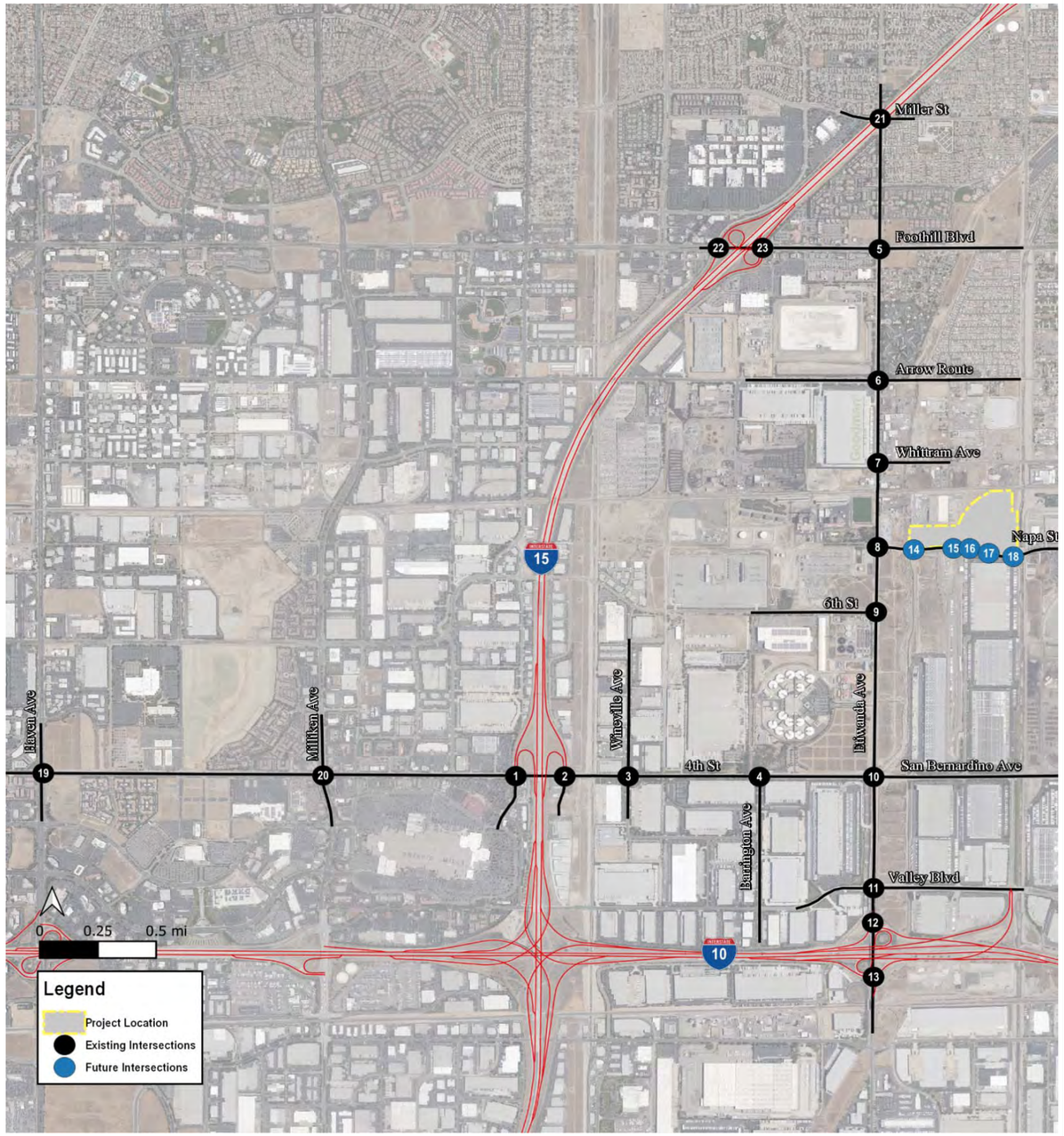
Legend

Project Location Sidewalks

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FIGURE 18
Napa Warehouse
Pedestrian Facilities

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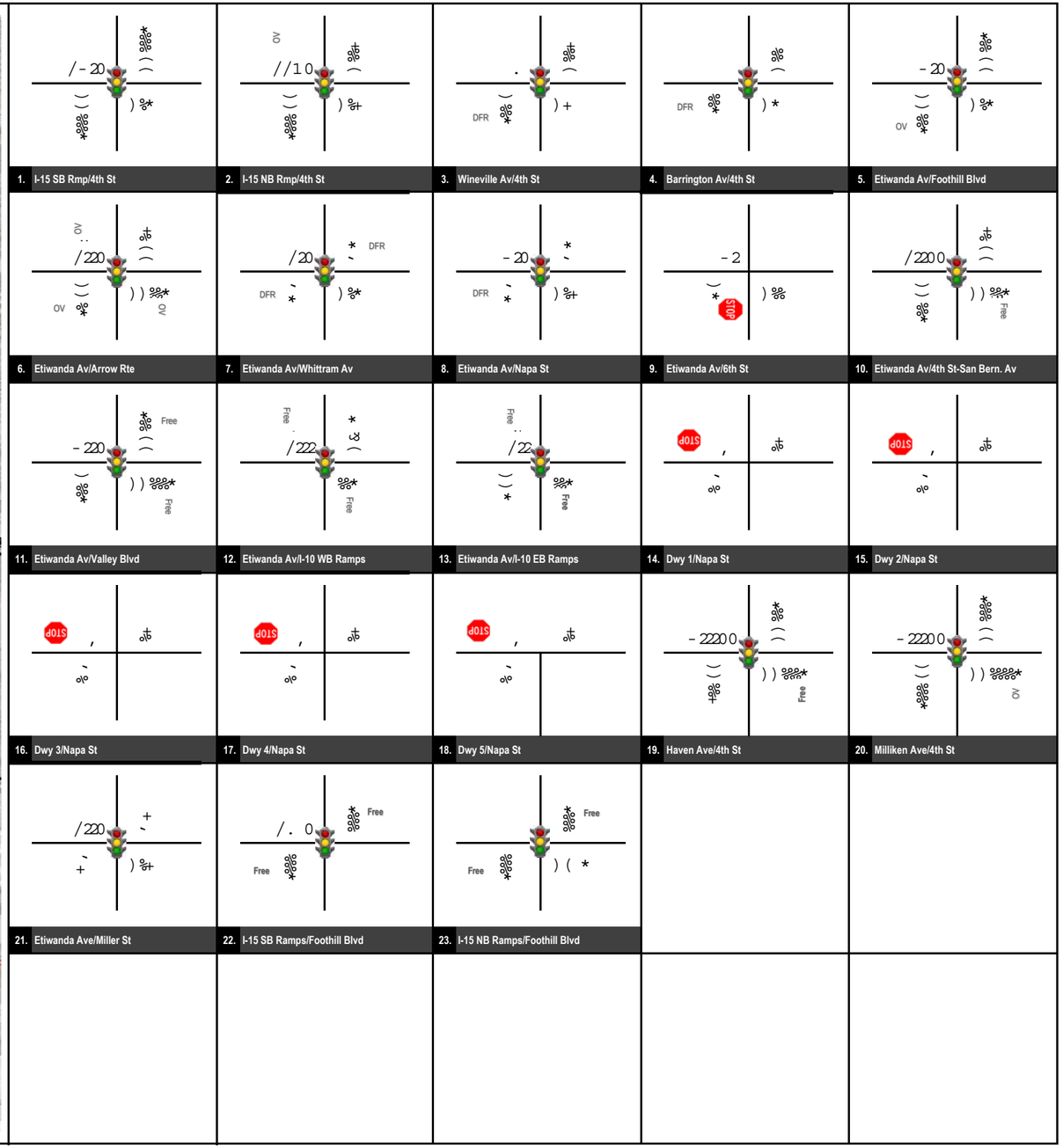


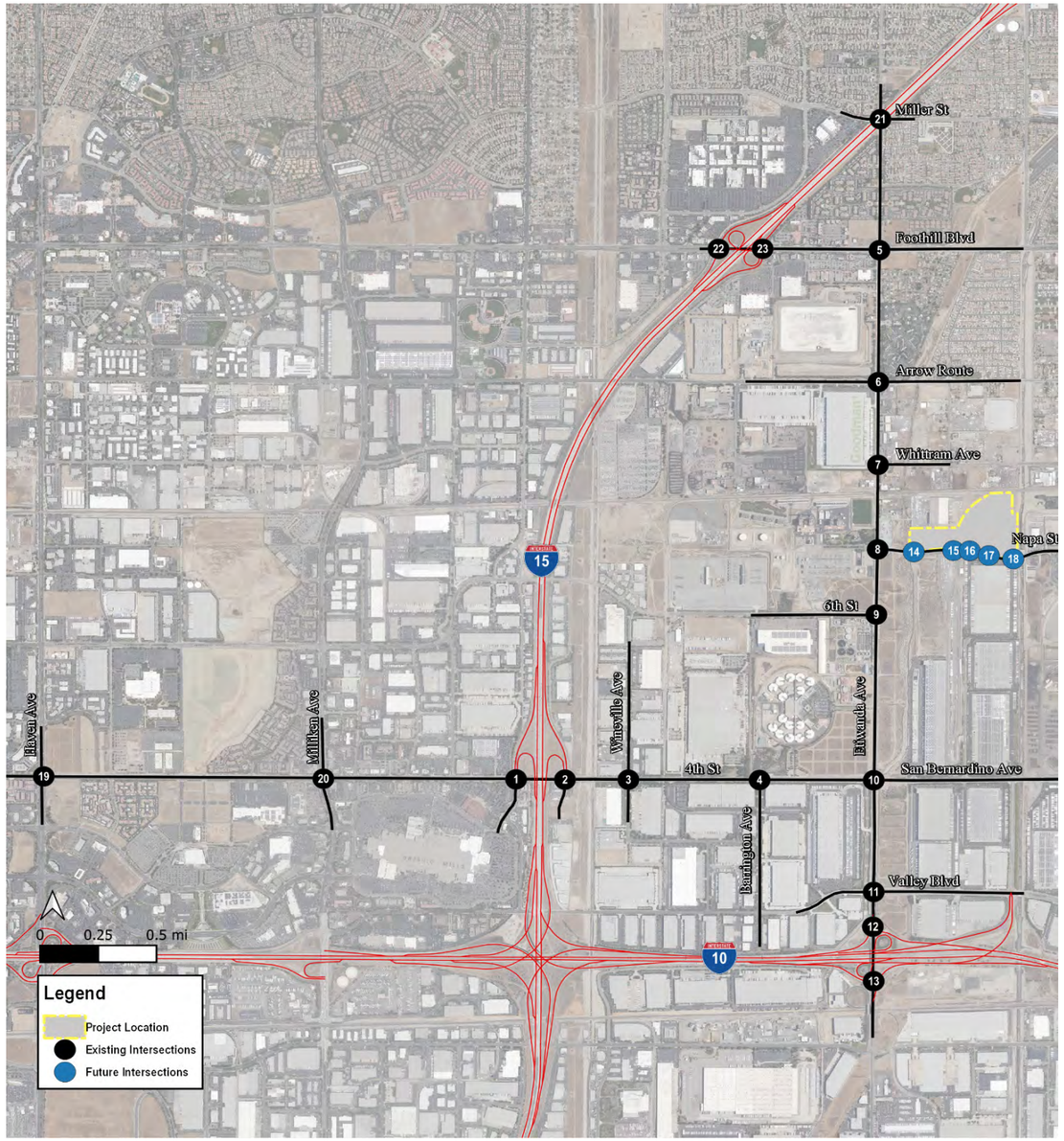
FIGURE 19

Legend

Traffic Signal
STOP Stop Sign
O RT Overlap
d Defacto right turn
Free Free Right-Turn

Napa Warehouse
Existing Intersection Geometrics and Stop Control

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1 I-15 SB Rmp/4th St												
837/577	212/297	172/101										
328/941												
365/1195												
58/114												

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Table F: Existing Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project					
				AM Peak Hour			PM Peak Hour		
				Delay	LOS		Delay	LOS	
1 . I-15 Southbound Rmp/4th Street	Caltrans	D	Signal	49.2	D		59.5	E	*
2 . I-15 Northbound Rmp/4th Street	Caltrans	D	Signal	30.6	C		33.6	C	
3 . Wineville Avenue/4th Street	Rancho Cucamonga	D	Signal	23.2	C		23.7	C	
4 . Barrington Avenue/4th Street	Rancho Cucamonga	D	Signal	9.8	A		9.6	A	
5 . Etiwanda Avenue/Foothill Boulevard	Rancho Cucamonga	D	Signal	58.7	E	*	54.1	D	
6 . Etiwanda Avenue/Arrow Route	Rancho Cucamonga	D	Signal	66.2	E	*	44.3	D	
7 . Etiwanda Avenue/Whittram Avenue	Rancho Cucamonga	D	Signal	>100	F	*	33.3	C	
8 . Etiwanda Avenue/Napa Street	Rancho Cucamonga	D	Signal	46.4	D		52.3	D	
9 . Etiwanda Avenue/6th Street	Rancho Cucamonga	D	TWSC	39.3	E	*	26.7	D	
10 . Etiwanda Avenue/4th St-San Bern. Avenue	Rancho Cucamonga	D	Signal	37.2	D		37.6	D	
11 . Etiwanda Avenue/Valley Boulevard	Ontario	D	Signal	13.9	B		13.4	B	
12 . Etiwanda Avenue/I-10 Westbound Ramps	Caltrans	D	Signal	12.9	B		9.1	A	
13 . Etiwanda Avenue/I-10 Eastbound Ramps	Caltrans	D	Signal	21.8	C		10.5	B	
14 . Driveway 1/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*					
15 . Driveway 2/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*					
16 . Driveway 3/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*					
17 . Driveway 4/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*					
18 . Driveway 5/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*					
19 . Haven Avenue/4th Street	Ontario	D	Signal	32.6	C		39.1	D	
20 . Milliken Avenue/4th Street	Ontario	D	Signal	38.1	D		46.1	D	
21 . Etiwanda Avenue/Miller Street	Rancho Cucamonga	D	Signal	40.9	D		46	D	
22 . I-15 Southbound Ramps/Foothill Boulevard	Caltrans	D	Signal	10.8	B		13.7	B	
23 . I-15 Northbound Ramps/Foothill Boulevard	Caltrans	D	Signal	22.2	C		21.9	C	

Notes:

* Exceeds LOS Standard

LOS = Level of Service

6.4 Opening Year (2022) Intersections Levels of Service

An intersection level of service analysis was conducted for opening year (2022) conditions to determine circulation system performance. Opening year (2022) without project traffic volumes at study intersections are shown in Figure 21. Detailed volume development worksheets are included in Appendix B. Opening year (2022) without project levels of service for the study area intersections are summarized in Table G. Level of service calculation worksheets are contained in Appendix C. As shown in Table G, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- I-15 Southbound Ramps/4th Street (a.m. and p.m. peak hours);
- Etiwanda Avenue/Foothill Boulevard (a.m. and p.m. peak hours);
- Etiwanda Avenue/Arrow Route (a.m. peak hour);
- Etiwanda Avenue/Whittram Avenue (a.m. peak hour);
- Etiwanda Avenue/6th Street (a.m. and p.m. peak hours);
- Haven Avenue/4th Street (p.m. peak hour); and
- Milliken Avenue/4th Street (p.m. peak hour).

6.5 Opening Year (2022) With Project Intersections Levels of Service

An intersection level of service analysis was conducted for opening year (2022) with project conditions to determine circulation system performance. Opening year (2022) with project traffic volumes at study intersections are shown in Figure 22. The opening year with project levels of service for the study area intersections are summarized in Table G. Level of service calculation worksheets are contained in Appendix C. As shown in Table G, all study area intersections are forecast to operate at satisfactory levels of service with the exception of the following:

- I-15 Southbound Ramps/4th Street (a.m. and p.m. peak hours);
- Etiwanda Avenue/Foothill Boulevard (a.m. and p.m. peak hours);
- Etiwanda Avenue/Arrow Route (a.m. peak hour);
- Etiwanda Avenue/Whittram Avenue (a.m. peak hour);
- Etiwanda Avenue/Napa Street (a.m. and p.m. peak hours);
- Etiwanda Avenue/6th Street (a.m. and p.m. peak hours);
- Haven Avenue/4th Street (p.m. peak hour); and
- Milliken Avenue/4th Street (p.m. peak hour).

It should be noted that with the exception of Etiwanda Avenue/Napa Street, the intersections above operate at unsatisfactory levels of service under without project conditions and the project contributes to these pre-existing unsatisfactory operations.

7.0 YEAR 2040 CONDITIONS

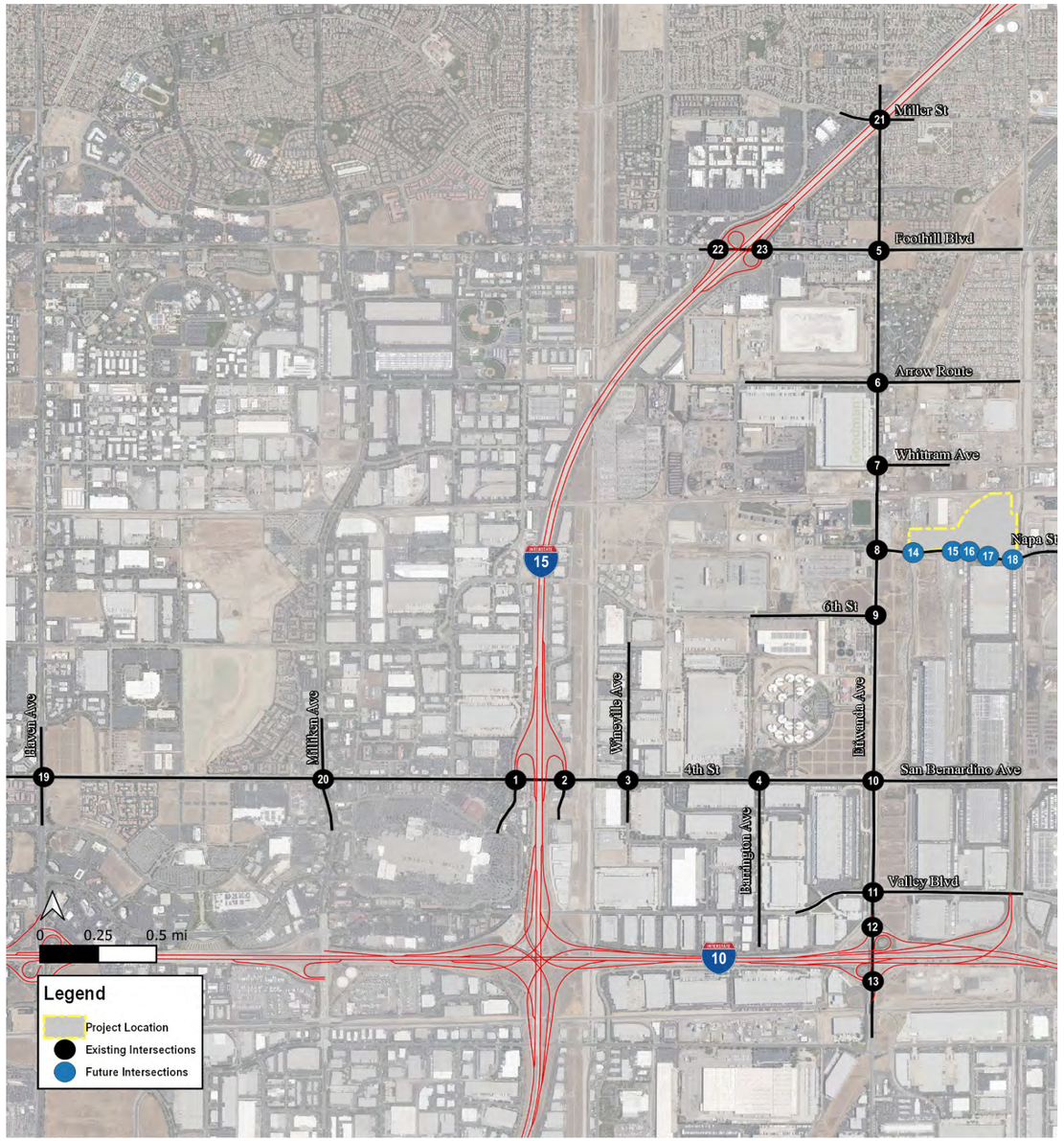
This section discusses year 2040 transportation conditions in the study area.

7.1 Year 2040 Roadway Conditions

The Etiwanda Avenue grade separation project is anticipated to be completed prior to year 2040 conditions and will include widening Etiwanda Avenue from Napa Street to Whittram Avenue from two to four lanes. Also, based on discussion with City staff, it is anticipated that 6th Street will include a new connection east of Santa Anita Avenue. The project trip distribution has been adjusted to reflect 5 percent of passenger vehicle traffic traveling on 6th Street to the west from the project.

7.2 Year 2040 Transit Service

Transit service under year 2040 conditions are planned by the City and discussed below:



1 I-15 SB Rmp/4th St	2 I-15 NB Rmp/4th St	3 Wineville Av/4th St	4 Barrington Av/4th St	5 Etiwanda Av/Foothill Blvd	
873/601 ↲ 220/309 ↓ 240/135 ↳ 593/1156 → 436/1296 → 83/138 ↲ 234/519 ↱ 1517/1323 ← 119/230 ↰ 96/158 ↰ 71/308 ↑ 93/353 ↱	1117/917 ↲ 73/71 ↓ 590/233 ↳ 189/845 → 502/831 → 78/98 ↲ 97/247 ↱ 635/1049 ← 47/78 ↰ 121/126 ↰ 22/76 ↑ 67/59 ↱	93/192 ↲ 12/15 ↓ 50/153 ↳ 275/51 → 726/1026 → 142/31 ↲ 149/95 ↱ 650/1088 ← 23/2 ↰ 42/108 ↰ 14/20 ↑ 8/7 ↱	724/867 ← 23/2 ↰ 459/1090 → 141/31 ↲ 41/107 ↰ 8/7 ↱	287/195 ↲ 435/259 ↓ 79/75 ↳ 87/302 ↳ 637/1208 → 319/254 ↲ 100/83 ↱ 1560/920 ← 374/155 ↰ 197/355 ↰ 268/388 ↑ 95/267 ↱	
6 Etiwanda Av/Arrow Rte	7 Etiwanda Av/Whittram Av	8 Etiwanda Av/Napa St	9 Etiwanda Av/6th St	10 Etiwanda Av/4th St-San Bern. Av	
480/114 ↲ 531/342 ↓ 93/166 ↳ 75/373 ↳ 247/670 → 168/425 ↲ 149/211 ↱ 827/441 ← 142/61 ↰ 362/155 ↰ 212/606 ↑ 54/121 ↱	2/2 ↲ 798/580 ↓ 66/233 ↳ 1/0 ↳ 0/2 → 2/1 ↲ 138/71 ↱ 325/225 ↰ 1/1 ↰ 450/815 ↑ 180/316 ↱	49/25 ↲ 950/741 ↓ 61/139 ↳ 16/59 ↳ 18/68 ↲ 77/109 ↱ 145/122 ↰ 57/27 ↰ 606/1003 ↑ 162/50 ↱	21/31 ↲ 1085/863 ↓ 23/20 ↳ 37/44 ↲ 37/19 ↰ 780/1093 ↑	241/325 ↲ 795/682 ↓ 61/92 ↳ 202/252 ↳ 168/572 → 105/352 ↲ 58/77 ↱ 364/359 ← 342/225 ↰ 291/290 ↰ 714/778 ↑ 48/72 ↱	
11 Etiwanda Av/Valley Blvd	12 Etiwanda Av/I-10 WB Ramps	13 Etiwanda Av/I-10 EB Ramps	14 Dwy 1/Napa St	15 Dwy 2/Napa St	
113/20 ↲ 1054/1173 ↓ 37/29 ↳ 9/54 ↳ 44/82 → 69/338 ↲ 55/55 ↱ 47/90 ← 165/194 ↰ 259/117 ↰ 1010/1053 ↑ 120/124 ↱	431/407 ↲ 919/1314 ↓ 520/393 ↱ 642/329 ↰ 804/871 ↑ 351/620 ↱	122/402 ↲ 1419/1239 ↓ 288/254 ↳ 725/404 ↲ 856/1231 ↑ 391/628 ↱	*Future Intersection*	*Future Intersection*	
16 Dwy 3/Napa St	17 Dwy 4/Napa St	18 Dwy 5/Napa St	19 Haven Ave/4th St	20 Milliken Ave/4th St	
160/157 ↲ 361/223 ↓ 104/32 ↳ 88/198 ↳ 277/567 → 114/168 ↲ 68/26 ↱ 447/299 ← 73/62 ↰ 164/161 ↰ 354/367 ↑ 133/131 ↱	712/809 ↲ 259/207 ↳ 714/1985 → 1038/1193 ↲ 883/626 ← 1541/2056 ↰	644/1266 → 331/928 ↲ 232/394 ↱ 1582/1520 ← 844/1161 ↰ 554/743 ↱	62/135 ↲ 1721/2069 ↓ 112/245 ↳ 90/85 ↳ 337/514 → 139/190 ↲ 152/183 ↱ 436/701 ← 419/571 ↰ 202/186 ↰ 2154/2112 ↑ 585/670 ↱	141/163 ↲ 1106/1211 ↓ 397/642 ↳ 166/404 ↳ 410/1040 → 170/373 ↲ 445/458 ↱ 987/765 ← 364/462 ↰ 314/355 ↰ 901/1301 ↑ 123/418 ↱	
21 Etiwanda Ave/Miller St	22 I-15 SB Ramps/Foothill Blvd	23 I-15 NB Ramps/Foothill Blvd			

FIGURE 21

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Napa Warehouse
Opening Year (2022) Without ProjectPeak Hour Traffic Volumes

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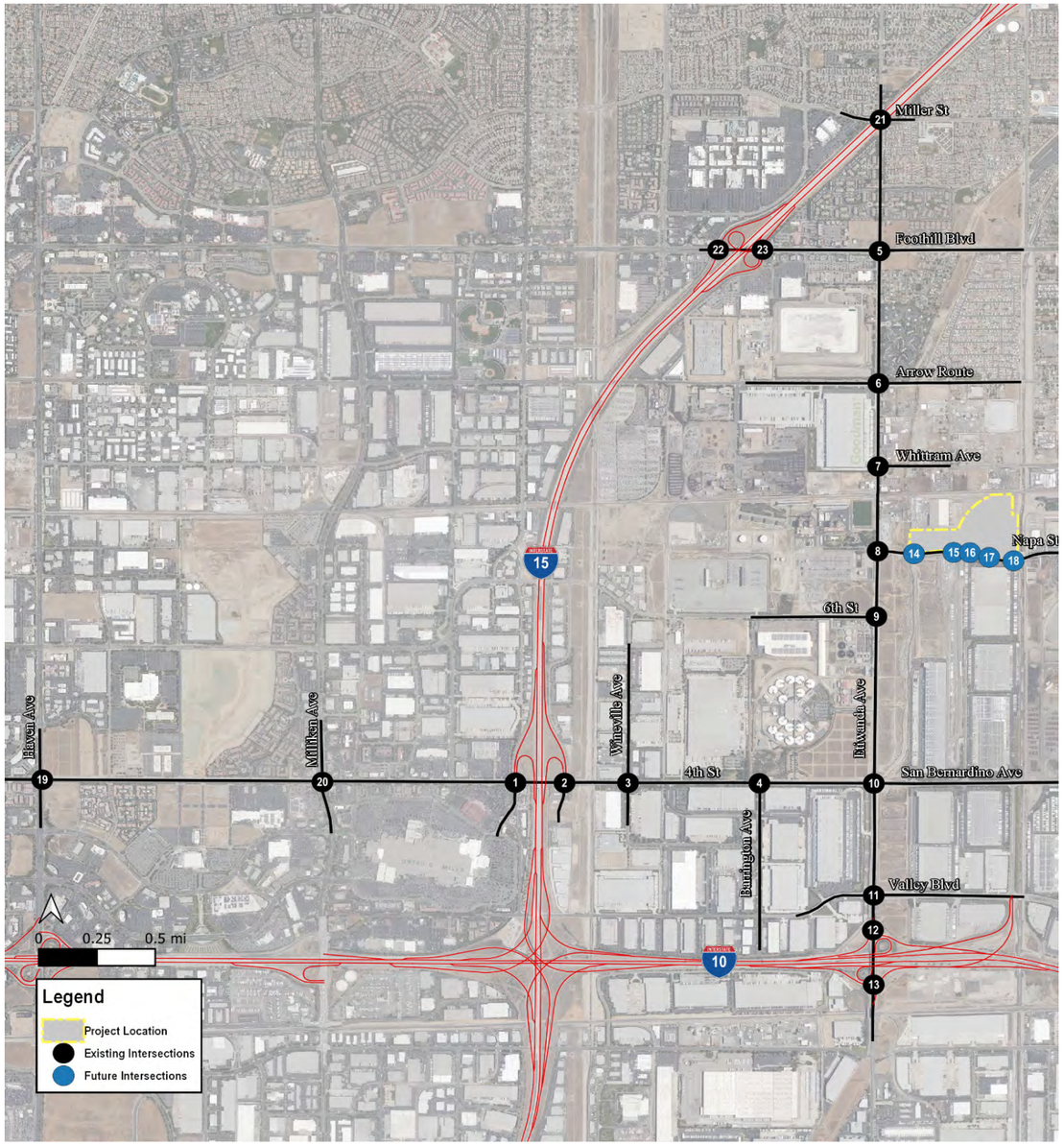
Table G: Opening Year (2022) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project						With Project					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Delay	LOS		Delay	LOS		Delay	LOS		Delay	LOS	
1 . I-15 Southbound Rmp/4th Street	Caltrans	D	Signal	82.8	F	*	>100	F	*	82.5	F	*	>100	F	*
2 . I-15 Northbound Rmp/4th Street	Caltrans	D	Signal	33.9	C		51.3	D		34.7	C		44.4	D	
3 . Wineville Avenue/4th Street	Rancho Cucamonga	D	Signal	22.1	C		23.8	C		21.8	C		23.9	C	
4 . Barrington Avenue/4th Street	Rancho Cucamonga	D	Signal	10	A		10	A		10.1	B		10.2	B	
5 . Etiwanda Avenue/Foothill Boulevard	Rancho Cucamonga	D	Signal	56.8	E	*	98.6	F	*	59.7	E	*	>100	F	*
6 . Etiwanda Avenue/Arrow Route	Rancho Cucamonga	D	Signal	71.0	E	*	47.8	D		77.7	E	*	54.8	D	
7 . Etiwanda Avenue/Whittram Avenue	Rancho Cucamonga	D	Signal	>100	F	*	38.1	D		>100	F	*	60.1	E	*
8 . Etiwanda Avenue/Napa Street	Rancho Cucamonga	D	Signal	49.3	D		51.3	D		94.3	F	*	>100	F	*
9 . Etiwanda Avenue/6th Street	Rancho Cucamonga	D	TWSC	64.6	F	*	45.1	E	*	99	F	*	89.6	F	*
10 . Etiwanda Avenue/4th St-San Bern. Avenue	Rancho Cucamonga	D	Signal	42.5	D		42.3	D		47.2	D		43.6	D	
11 . Etiwanda Avenue/Valley Boulevard	Ontario	D	Signal	13.5	B		13.2	B		12.9	B		12.9	B	
12 . Etiwanda Avenue/I-10 Westbound Ramps	Caltrans	D	Signal	12.4	B		8.9	A		12.3	B		8.8	A	
13 . Etiwanda Avenue/I-10 Eastbound Ramps	Caltrans	D	Signal	45.3	D		11.8	B		46.7	D		11.9	B	
14 . Driveway 1/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9.4	A		11.3	B	
15 . Driveway 2/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9.3	A		10.9	B	
16 . Driveway 3/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9.3	A		10.7	B	
17 . Driveway 4/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9.2	A		10.6	B	
18 . Driveway 5/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						9.1	A		9.9	A	
19 . Haven Avenue/4th Street	Ontario	D	Signal	42.5	D		58.5	E	*	42.8	D		58.9	E	*
20 . Milliken Avenue/4th Street	Ontario	D	Signal	41.4	D		71.1	E	*	41.4	D		72.4	E	*
21 . Etiwanda Avenue/Miller Street	Rancho Cucamonga	D	Signal	51.8	D		46.1	D		42.6	D		47	D	
22 . I-15 Southbound Ramps/Foothill Boulevard	Caltrans	D	Signal	13	B		17.2	B		13.9	B		17.5	B	
23 . I-15 Northbound Ramps/Foothill Boulevard	Caltrans	D	Signal	23.3	C		24.3	C		22.7	C		30.3	C	

Notes:

* Exceeds LOS Standard

LOS = Level of Service



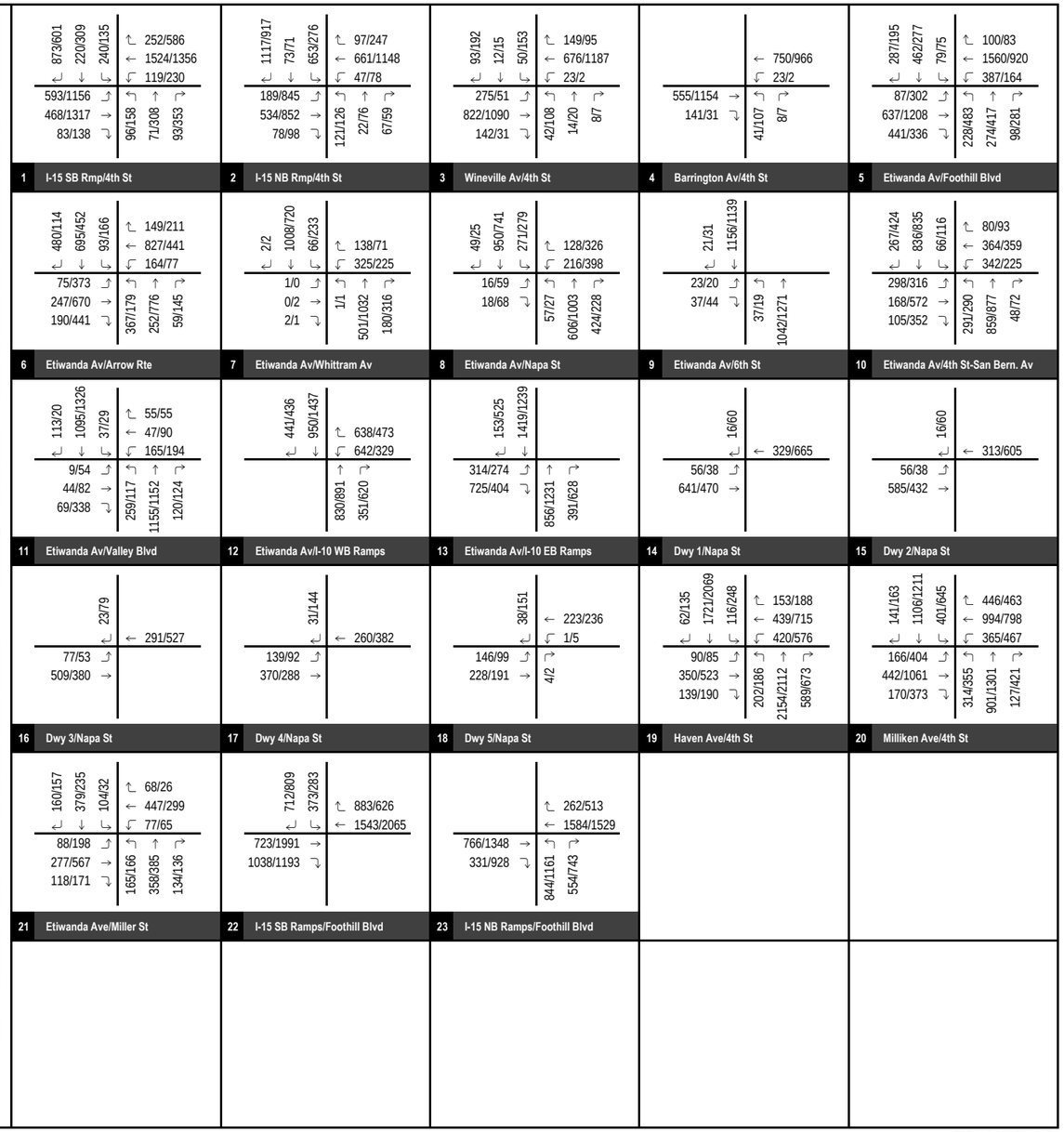


FIGURE 22

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Napa Warehouse
Opening Year (2022) With ProjectPeak Hour Traffic Volumes

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D:\Projects\Hillwood - Napa Street AMZL\Analysis\New Analysis Alt 1\Z60 Vol OY P (3/19/2021)

- **West Valley Connector:** SBCTA has initiated a 35-mile BRT route connecting Rancho Cucamonga, Pomona, Montclair, Ontario, and Fontana. The first phase will include the Milliken alignment, starting from Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga.

7.3 Year 2040 Pedestrian & Bicycle Facilities

Pedestrian and bicycle facilities under Year 2040 conditions are included in the City's Bicycle Plan. Proposed bicycle lanes are included on Etiwanda Avenue from 4th street to north of Foothill Boulevard.

7.4 Year 2040 Intersections Levels of Service

An intersection level of service analysis was conducted for Year 2040 conditions to determine circulation system performance. Figure 23 shows the year 2040 lane geometrics and stop controls at the study intersections. Year 2040 traffic volumes at study intersections are shown in Figure 24. Detailed volume development worksheets are included in Appendix B. Year 2040 levels of service for the study area intersections are summarized in Table H. Level of service calculation worksheets are contained in Appendix C. As shown in Table H, all study area intersections are forecast to operate at satisfactory levels of service except for the following locations:

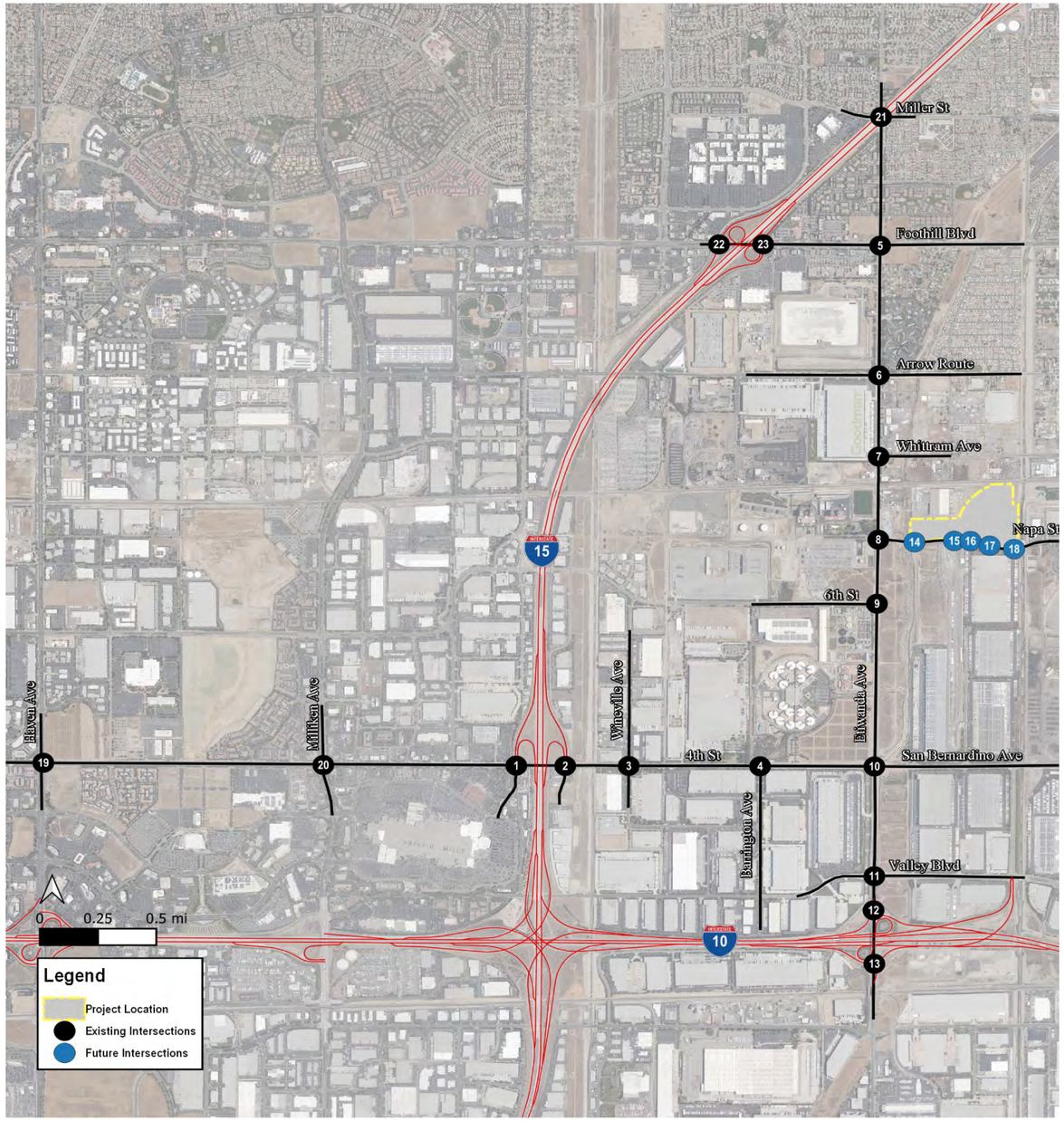
- I-15 Southbound Ramps/4th Street (a.m. and p.m. peak hours);
- Etiwanda Avenue/Foothill Boulevard (a.m. and p.m. peak hours);
- Etiwanda Avenue/Arrow Route (a.m. and p.m. peak hours);
- Etiwanda Avenue/Whittram Avenue (a.m. peak hour);
- Etiwanda Avenue/Napa Street (a.m. and p.m. peak hours);
- Etiwanda Avenue/6th Street (a.m. and p.m. peak hours);
- Etiwanda Avenue/I-10 Eastbound Ramps (a.m. peak hour);
- Haven Avenue/4thStreet (p.m. peak hour); and
- Milliken Avenue/4th Street (p.m. peak hour).

7.5 Year 2040 With Project Intersections Levels of Service

An intersection level of service analysis was conducted for year 2040 with project conditions to determine circulation system performance. Year 2040 with project traffic volumes at study intersections are shown in Figure 25. Year 2040 with project levels of service for the study area intersections are summarized in Table H. Level of service calculation worksheets are contained in Appendix C. As shown in Table H, all study area intersections are forecast to operate at satisfactory levels of service except for the following locations:

- I-15 Southbound Ramps/4th Street (a.m. and p.m. peak hours).
- Etiwanda Avenue/Foothill Boulevard (a.m. and p.m. peak hours).
- Etiwanda Avenue/Arrow Route (a.m. and p.m. peak hours).
- Etiwanda Avenue/Whittram Avenue (a.m. peak hour).
- Etiwanda Avenue/Napa Street (a.m. and p.m. peak hours).
- Etiwanda Avenue/6th Street (a.m. and p.m. peak hours);
- Etiwanda Avenue/I-10 Eastbound Ramps (a.m. peak hour);
- Haven Avenue/4th Street (p.m. peak hour); and
- Milliken Avenue/4th Street (p.m. peak hour).

It should be noted that the intersections above operate at unsatisfactory levels of service under without project conditions and the project contributes to these pre-existing unsatisfactory operations.



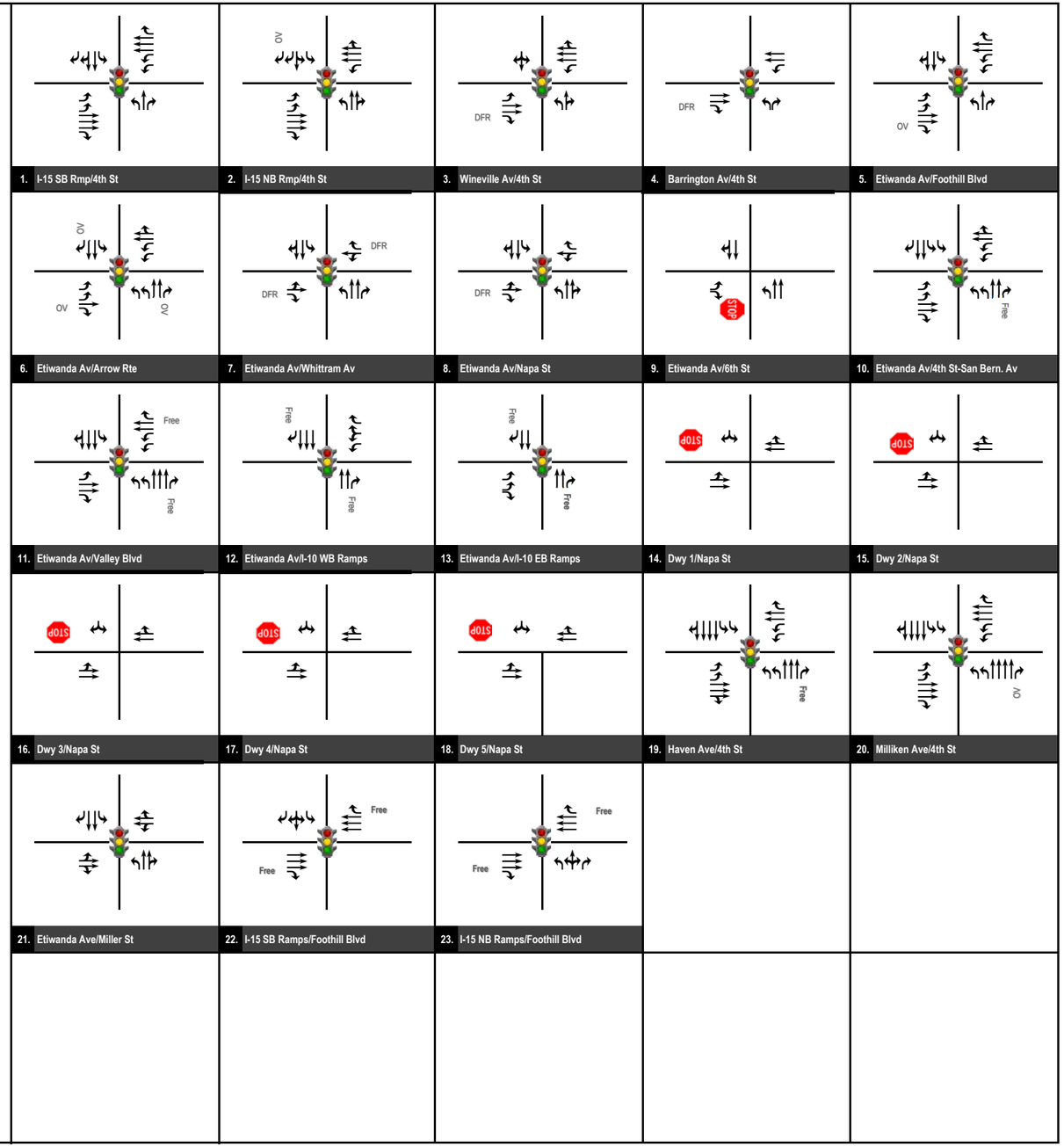


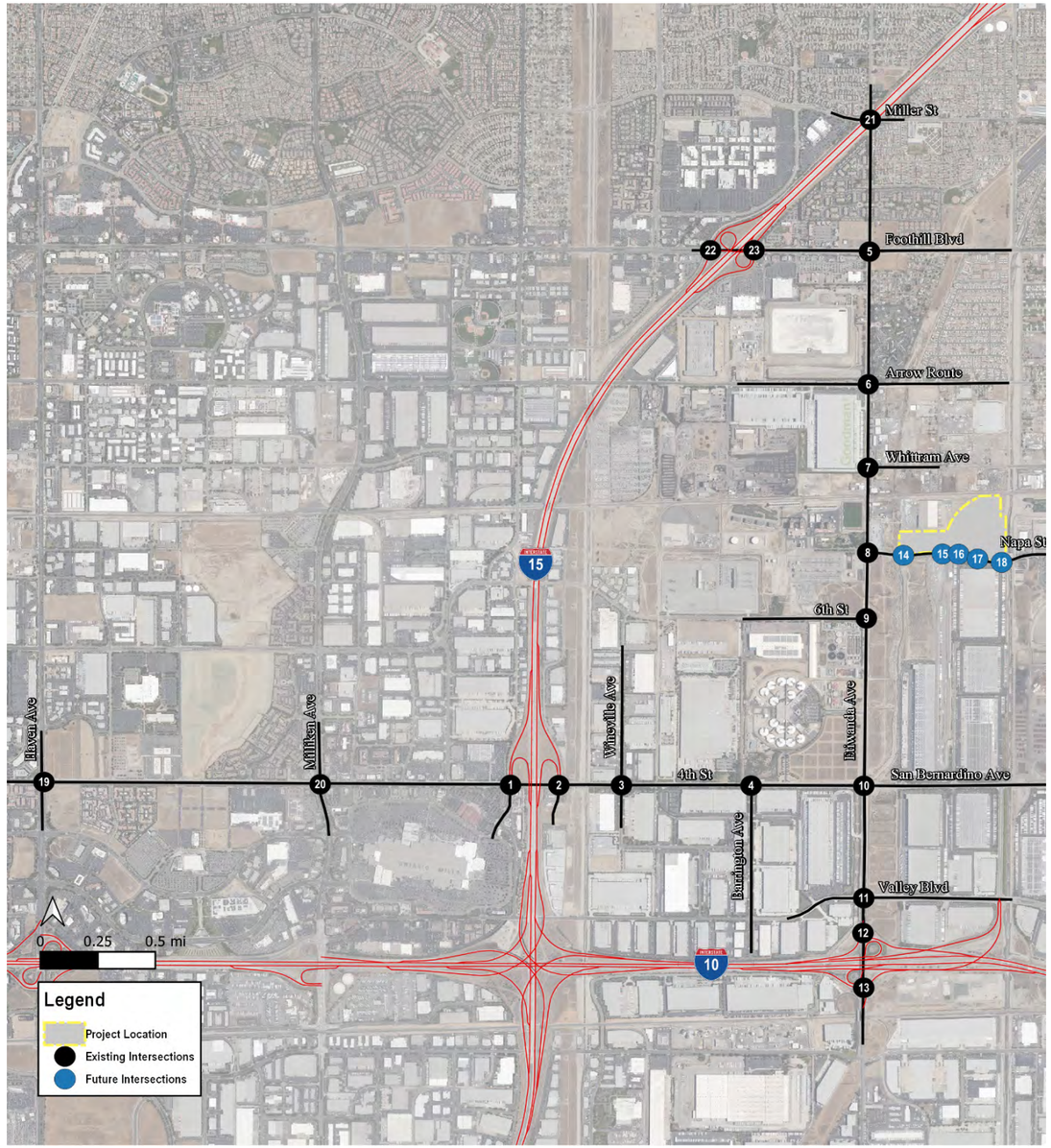
FIGURE 23

Legend

Traffic Signal
Stop Sign
O RT Overlap
d Defacto right turn
Free Free Right-Turn

Napa Warehouse
Year 2040 Intersection Geometrics and Stop Control

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1 I-15 SB Rmp/4th St

90/642	232/324	296/192
751/1257		331/566
525/1519		1720/1462
89/145		128/242
	104/168	77/325

2 I-15 NB Rmp/4th St

1267/998	86/79	740/277
207/976		134/270
633/1040		773/1140
85/118		54/82
	139/132	24/80

3 Wineville Av/4th St

115/207	16/17	61/176
350/65		182/106
923/1274		795/1170
181/41		28/2
	51/115	18/22

4 Barrington Av/4th St

		886/965
598/1236		28/2
173/36		
	50/118	9/7

5 Etiwanda Av/Foothill Blvd

426/206	476/292	106/80
94/440		105/87
894/1284		1694/998
445/381		404/178
	251/401	287/410

6 Etiwanda Av/Arrow Rte

540/123	756/424	135/259
91/394		179/234
272/921		972/507
216/519		479/98
	438/244	262/735

7 Etiwanda Av/Whittram Av

2/2	1270/788	214/249
1/0		162/103
0/2		436/285
2/1		
	1/1	597/1284

8 Etiwanda Av/Napa St

51/26	1363/910	256/301
17/62		171/336
19/71		352/202
	60/28	765/1447

9 Etiwanda Av/6th St

129/108	1605/1075	
167/234		
145/249		
	108/41	1043/1431

10 Etiwanda Av/4th St-San Bern. Av

284/357	1098/865	118/265
286/275		99/97
231/870		437/412
156/463		508/291
	355/341	965/1061

11 Etiwanda Av/Valley Blvd

165/27	1540/1501	57/91
13/83		133/73
60/315		121/112
112/421		451/243
	354/163	1250/1414

12 Etiwanda Av/I-10 WB Ramps

680/545	1423/1620	
		635/500
		766/439
	1132/1511	646/786

13 Etiwanda Av/I-10 EB Ramps

239/484	1950/1575	
532/529		
1017/588		
	1246/1768	575/798

14 Dwy 1/Napa St

Future Intersection

15 Dwy 2/Napa St

Future Intersection

16 Dwy 3/Napa St

Future Intersection

17 Dwy 4/Napa St

Future Intersection

18 Dwy 5/Napa St

Future Intersection

19 Haven Ave/4th St

91/145	1919/2208	245/388
101/90		163/271
502/652		788/730
155/203		468/610
	261/198	2403/2256

20 Milliken Ave/4th St

155/174	1477/1294	442/686
259/467		496/489
458/1170		1101/816
270/545		476/548
	351/490	1005/1491

21 Etiwanda Ave/Miller St

186/161	407/244	124/34
98/205		80/27
325/598		527/313
129/175		86/66
	190/166	403/391

22 I-15 SB Ramps/Foothill Blvd

798/874	368/282	
971/2473		990/676
1164/1290		2075/2392

23 I-15 NB Ramps/Foothill Blvd

		261/426
891/1655		2006/1739
448/1100		
	1059/1329	783/917

FIGURE 24

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Napa Warehouse
Year 2040 Without ProjectPeak Hour Traffic Volumes

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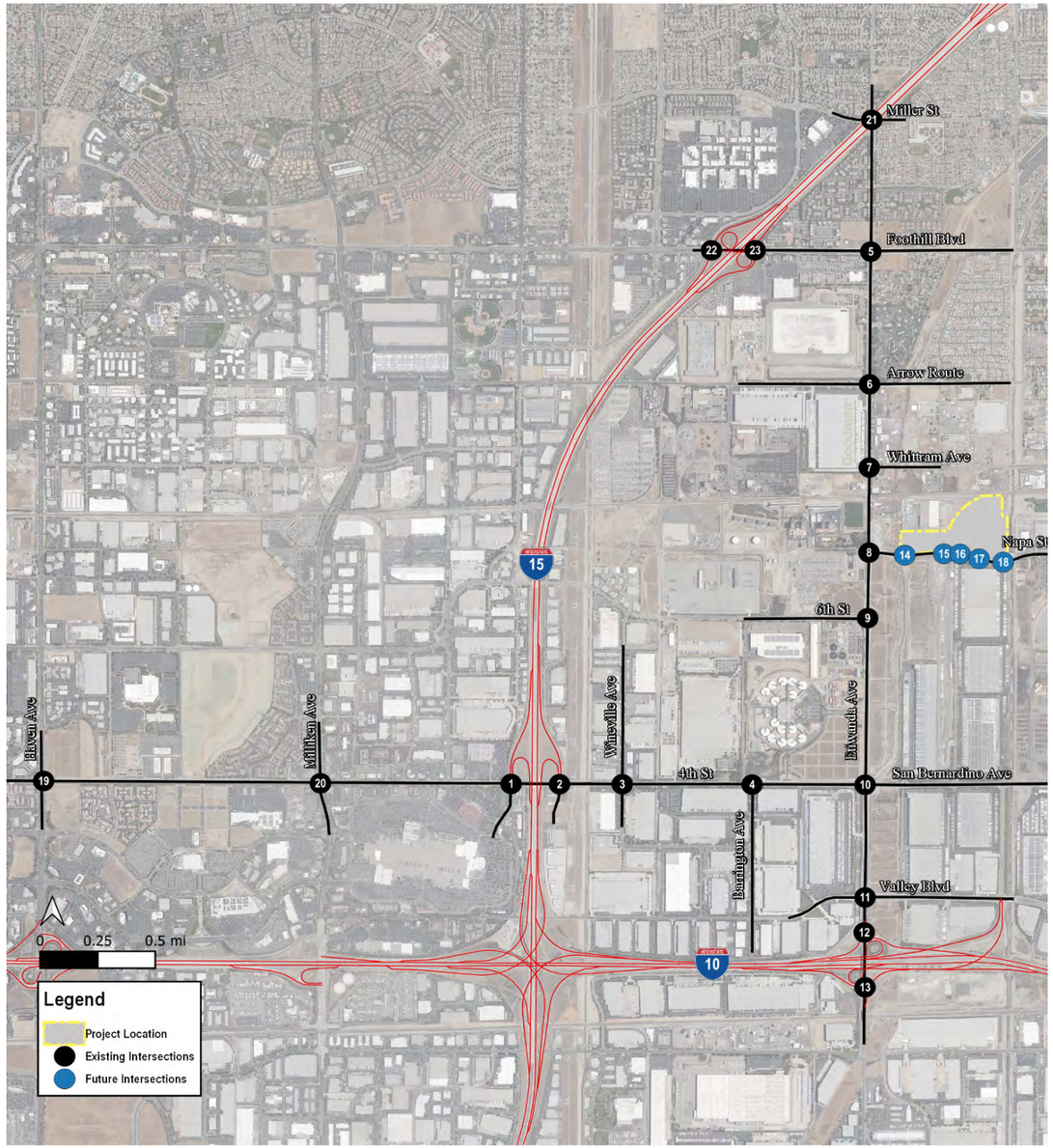
Table H: Year 2040 Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Without Project						With Project					
				AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
				Delay	LOS		Delay	LOS		Delay	LOS		Delay	LOS	
1 . I-15 Southbound Rmp/4th Street	Caltrans	D	Signal	90.6	F	*	>100	F	*	90.4	F	*	>100	F	*
2 . I-15 Northbound Rmp/4th Street	Caltrans	D	Signal	41.9	D		40.5	D		42.5	D		43	D	
3 . Wineville Avenue/4th Street	Rancho Cucamonga	D	Signal	23.4	C		24	C		23.2	C		24	C	
4 . Barrington Avenue/4th Street	Rancho Cucamonga	D	Signal	10	A		9.5	A		10.4	B		10.3	B	
5 . Etiwanda Avenue/Foothill Boulevard	Rancho Cucamonga	D	Signal	72.9	E	*	56.4	E	*	69.3	E	*	74.5	E	*
6 . Etiwanda Avenue/Arrow Route	Rancho Cucamonga	D	Signal	80.6	F	*	69.6	E	*	67.2	E	*	76.8	E	*
7 . Etiwanda Avenue/Whittram Avenue	Rancho Cucamonga	D	Signal	>100	F	*	33.3	C		>100	F	*	35.4	D	
8 . Etiwanda Avenue/Napa Street	Rancho Cucamonga	D	Signal	97.3	F	*	>100	F	*	>100	F	*	>100	F	*
9 . Etiwanda Avenue/6th Street	Rancho Cucamonga	D	TWSC	>100	F	*	>100	F	*	>100	F	*	>100	F	*
10 . Etiwanda Avenue/4th St-San Bern. Avenue	Rancho Cucamonga	D	Signal	46.2	D		49.5	D		49.8	D		51.1	D	
11 . Etiwanda Avenue/Valley Boulevard	Ontario	D	Signal	23.3	C		17.3	B		24.4	C		17.3	B	
12 . Etiwanda Avenue/I-10 Westbound Ramps	Caltrans	D	Signal	11	B		8.4	A		10.8	B		8.4	A	
13 . Etiwanda Avenue/I-10 Eastbound Ramps	Caltrans	D	Signal	>100	F	*	17.8	B		>100	F	*	17.7	B	
14 . Driveway 1/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						10.5	B		13	B	
15 . Driveway 2/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						10.4	B		12.6	B	
16 . Driveway 3/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						10.4	B		12.4	B	
17 . Driveway 4/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						10.3	B		12.4	B	
18 . Driveway 5/Napa Street	Rancho Cucamonga	D	TWSC	*FUTURE INTERSECTION*						10.2	B		11.4	B	
19 . Haven Avenue/4th Street	Ontario	D	Signal	47.2	D		66.2	E	*	48.6	D		69.5	E	*
20 . Milliken Avenue/4th Street	Ontario	D	Signal	44.0	D		74.9	E	*	42.1	D		74.3	E	*
21 . Etiwanda Avenue/Miller Street	Rancho Cucamonga	D	Signal	43.9	D		54.5	D		44.1	D		53.9	D	
22 . I-15 Southbound Ramps/Foothill Boulevard	Caltrans	D	Signal	23.4	C		18.5	B		16.3	B		20.3	C	
23 . I-15 Northbound Ramps/Foothill Boulevard	Caltrans	D	Signal	39.9	D		26	C		26.8	C		26.1	C	

Notes:

* Exceeds LOS Standard

LOS = Level of Service



1 I-15 SB Rmp/4th St	2 I-15 NB Rmp/4th St	3 Wineville Av/4th St	4 Barrington Av/4th St	5 Etiwanda Av/Foothill Blvd
902/642 ↲ 232/324 ↓ 296/192 ↳ 751/1257 ↳ 534/1525 → 89/145 ↲ 104/168 ↰ 77/325 ↑ 104/423 ↱ ↱ 349/633 ← 1722/1471 ↰ 128/242	1267/998 ↲ 86/79 ↓ 803/320 ↳ 207/976 ↳ 642/1046 → 85/118 ↲ 139/132 ↰ 24/80 ↑ 81/63 ↱ ↱ 134/270 ← 794/1216 ↰ 54/82	115/207 ↲ 16/17 ↓ 61/176 ↳ 350/65 ↳ 995/1324 → 181/41 ↲ 51/115 ↰ 18/22 ↑ 9/8 ↱ ↱ 182/106 ← 816/1246 ↰ 28/2	← 907/1041 ↰ 28/2 670/1286 → 173/36 ↲ 50/118 ↰ 9/7 ↱	426/206 ↲ 503/310 ↓ 106/80 ↳ 94/440 ↳ 894/1284 → 567/463 ↲ 282/529 ↰ 293/439 ↑ 103/302 ↱ ↱ 105/87 ← 1694/998 ↰ 417/187
6 Etiwanda Av/Arrow Rte	**7 Etiwanda Av/Whittram Av**	**8 Etiwanda Av/Napa St**	**9 Etiwanda Av/6th St**	**10 Etiwanda Av/4th St-San Bern. Av**
540/123 ↲ 920/534 ↓ 135/259 ↳ 91/394 ↳ 272/921 → 238/535 ↲ 443/268 ↰ 302/905 ↑ 127/411 ↱ ↱ 179/234 ← 972/507 ↰ 501/114	2/2 ↲ 1480/928 ↓ 214/249 ↳ 1/0 ↳ 0/2 → 2/1 ↲ 1/1 ↰ 648/1501 ↑ 277/414 ↱ ↱ 162/103 ↰ 436/285	51/26 ↲ 1363/910 ↓ 466/441 ↳ 17/62 ↳ 19/71 ↲ 60/28 ↰ 765/1447 ↑ 647/368 ↱ ↱ 222/553 ↰ 423/478	134/132 ↲ 1671/1327 ↓ 189/250 ↳ 145/249 ↲ 108/41 ↰ 1283/1594 ↑	305/433 ↲ 1139/1018 ↓ 123/289 ↳ 358/325 ↳ 231/870 → 156/463 ↲ 355/341 ↰ 1110/1160 ↑ 76/168 ↱ ↱ 121/113 ← 437/412 ↰ 508/291
11 Etiwanda Av/Valley Blvd	**12 Etiwanda Av/I-10 WB Ramps**	**13 Etiwanda Av/I-10 EB Ramps**	**14 Dwy 1/Napa St**	**15 Dwy 2/Napa St**
165/27 ↲ 1581/1654 ↓ 57/91 ↳ 13/83 ↳ 60/315 → 112/421 ↲ 354/163 ↰ 1395/1513 ↑ 163/434 ↱ ↱ 133/73 ← 121/112 ↰ 451/243	690/574 ↲ 1454/1743 ↓ 1158/1531 ↑ 646/786 ↱ ↱ 753/580 ↰ 766/439	270/607 ↲ 1950/1575 ↓ 558/549 ↳ 1017/588 ↲ 1246/1768 ↑ 575/798 ↱	16/60 ↲ 56/38 ↳ 1058/772 → ← 630/972	16/60 ↲ 56/38 ↳ 1002/734 → ← 614/912
16 Dwy 3/Napa St	**17 Dwy 4/Napa St**	**18 Dwy 5/Napa St**	**19 Haven Ave/4th St**	**20 Milliken Ave/4th St**
23/79 ↲ 77/53 ↳ 926/682 → ← 592/834	31/144 ↲ 139/92 ↳ 787/590 → ← 561/689	38/151 ↲ 146/99 ↳ 641/491 → ← 523/538	91/145 ↲ 1919/2208 ↓ 245/388 ↳ 101/90 ↳ 506/655 → 155/203 ↲ 261/198 ↰ 2403/2256 ↑ 953/696 ↱ ↱ 163/271 ← 789/735 ↰ 468/610	155/174 ↲ 1477/1294 ↓ 446/689 ↳ 259/467 ↳ 462/1173 → 270/545 ↲ 351/490 ↰ 1005/1491 ↑ 137/596 ↱ ↱ 497/494 ← 1102/821 ↰ 476/548
21 Etiwanda Ave/Miller St	**22 I-15 SB Ramps/Foothill Blvd**			
186/161 ↲ 425/256 ↓ 124/34 ↳ 98/205 ↳ 325/598 → 133/178 ↲ 191/171 ↰ 407/409 ↑ 159/144 ↱ ↱ 80/27 ← 527/313 ↰ 90/69	798/874 ↲ 482/358 ↳ 980/2479 → 1164/1290 ↲ ↱ 990/676 ← 2077/2401			

FIGURE 25

XXXX/YYYY AM/PM Peak Hour Traffic Volumes

Napa Warehouse
Year 2040 With ProjectPeak Hour Traffic Volumes

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8.0 CIRCULATION IMPROVEMENTS

The City guidelines require that circulation improvements be recommended at any intersection which operates at unsatisfactory level of service. These include conversion of stop control, signalization, changes to signal phasing, and/or addition of lanes as appropriate.

8.1 Opening Year (2022) With Project Conditions

Under opening year (2022) with project conditions, the following improvements are recommended to restore satisfactory operations:

- **I-15 Southbound Ramps/4th Street** – Add a third eastbound left-turn lane. This improvement was included in the Empire Lakes/IASP Sub Area 18 project. This improvement would require additional right-of-way and the re-alignment of the eastbound through receiving lanes. Add overlap phasing to the northbound, southbound, and westbound right turn lanes and optimize the cycle lengths. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project fair share calculations are shown in Table I. As shown in Table I, the project fair share contribution at this intersection is 4.39%.
- **Etiwanda Avenue/Foothill Boulevard** – Add a southbound right-turn lane with overlap phasing. It should be noted that all other approaches also include dedicated right-turn lanes. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project fair share calculations are shown in Table I. As shown in Table I, the project fair share contribution at this intersection is 17.7%.
- **Etiwanda Avenue/Arrow Route** – Re-stripe the north leg approach to include a second southbound left-turn lane. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project fair share calculations are shown in Table I. As shown in Table I, the project fair share contribution at this intersection is 18.5%.
- **Etiwanda Avenue/Whittram Avenue** – Convert the east/west phasing from permitted to split-phase and a northbound through lane. The northbound through lane is included in the Etiwanda Grade Separation project and is included in the year 2040 base year intersection geometrics. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project's fair share calculation is shown in Table I. As shown in Table I, the project fair share contribution at this intersection is 23.14%.
- **Etiwanda Avenue/Napa Street** – Add a northbound right-turn lane with overlap phasing, add overlap phasing to the westbound right-turn lane and add a second westbound left-turn lane. These improvements are not included in any fee program.
- **Etiwanda Avenue/6th Street** – Install a traffic signal. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are included in the SBCTA Development Mitigation Nexus Study. The project will pay fees to these planned improvements.
- **Haven Avenue/4th Street** – Optimize the signal cycle length. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project's fair share calculation is shown in Table I. As shown in Table I, the project fair share contribution at this intersection is 0.39%.

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Table I: Project Fair Share Calculations

Intersection	AM Peak Hour					PM Peak Hour					Project Fair Share %
	Total Volume		Total	Project	Project	Total Volume		Total	Project	Project	
	Exist	With Project	Growth	Trips	%	Exist	With Project	Growth	Trips	%	
1 . I-15 Southbound Rmp/4th Street	3,800	5,288	1,488	29	1.95%	5,480	7,347	1,867	82	4.39%	4.39%
5 . Etiwanda Avenue/Foothill Boulevard	3,726	5,484	1,758	202	11.49%	3,743	5,325	1,582	280	17.70%	17.70%
6 . Etiwanda Avenue/Arrow Route	2,938	4,720	1,782	258	14.48%	3,259	5,205	1,946	360	18.50%	18.50%
7 . Etiwanda Avenue/Whittram Avenue	1,675	3,223	1,548	261	16.86%	1,943	3,486	1,543	357	23.14%	23.14%
13 . Etiwanda Avenue/I-10 Eastbound Ramps	3,384	5,616	2,232	57	2.55%	3,713	5,885	2,172	143	6.58%	6.58%
19 . Haven Avenue/4th Street	5,368	8,054	2,686	5	0.19%	6,396	8,455	2,059	8	0.39%	0.39%
20 . Milliken Avenue/4th Street	4,568	6,637	2,069	10	0.48%	6,400	8,772	2,372	16	0.67%	0.67%

- **Milliken Avenue/4th Street** – Add overlap phasing to the eastbound and westbound right-turn lanes. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project's fair share calculation is shown in Table I. As shown in Table I, the project fair share contribution at this intersection is 0.67%.

  The resulting levels of service for opening year (2022) with project with improvements conditions are included in Table J. Figure 26 illustrates the recommended improvements. With the implementation of recommended improvements, all intersections will operate at satisfactory levels of service.

8.2 Year 2040 With Project Conditions

Under year 2040 with project conditions, the following improvements are recommended to restore satisfactory operations:

- **I-15 Southbound Ramps/4th Street** – Add a third eastbound left-turn lane. This improvement was included in the Empire Lakes/IASP Sub Area 18 project. This improvement would require additional right-of-way and the re-alignment of the eastbound through receiving lanes. Add overlap phasing to the northbound, southbound, and westbound right turn lanes and optimize the cycle lengths. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project fair share calculations are shown in Table I. As shown in Table I, the project fair share contribution at this intersection is 4.39%.
- **Etiwanda Avenue/Foothill Boulevard** – Add a southbound right-turn lane with overlap phasing and a second northbound left-turn lane. It should be noted that all other approaches also include dedicated right-turn lanes. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project fair share calculations are shown in Table I. As shown in Table I, the project fair share contribution at this intersection is 17.70%.

  Etiwanda Avenue/Arrow Route – Re-stripe the north leg approach to include a second southbound left-turn lane. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project fair share calculations are shown in Table I. As shown in Table I, the project fair share contribution at this intersection is 18.50%.
- **Etiwanda Avenue/Whittram Avenue** – Convert the east/west phasing from permitted to split-phase. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project fair share calculations are shown in Table I. As shown in Table I, the project fair share contribution at this intersection is 23.14%.
- **Etiwanda Avenue/Napa Street** – Add a northbound right-turn lane with overlap phasing, add overlap phasing to the westbound right-turn lane, and add a second westbound left-tur lane. These improvements are not included in any fee program.
- **Etiwanda Avenue/6th Street** – Install a traffic signal. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are included in the SBCTA Development Mitigation Nexus Study. The project will pay fees to these planned improvements.
- **Etiwanda Avenue/I-10 Eastbound Ramps** – Re-stripe the eastbound left-turn lane to a dedicated right-turn lane. This intersection operates at unsatisfactory LOS under without project conditions and the project

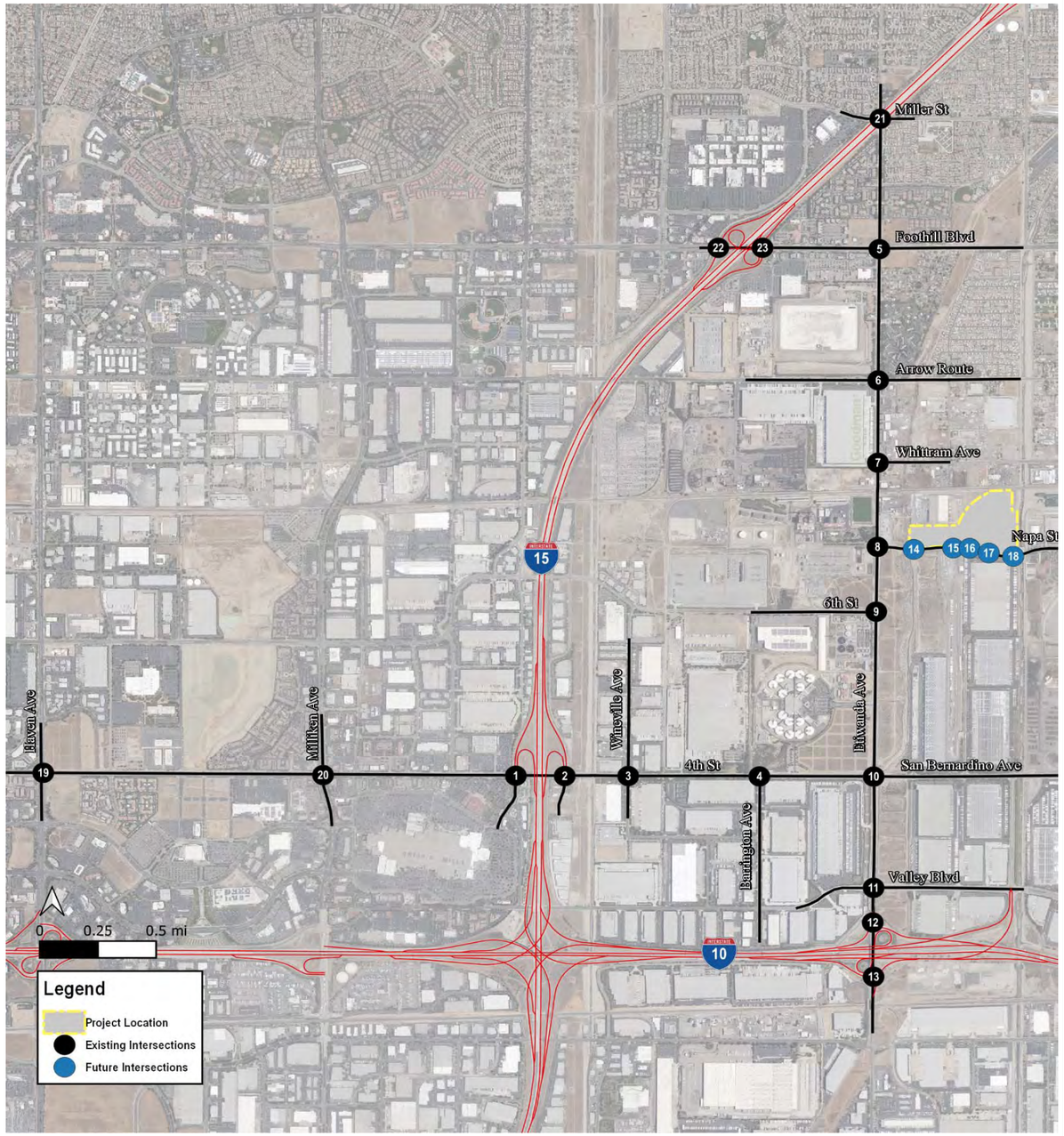
Table J: Opening Year (2022) With Project With Improvements Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	With Project						With Project With Improvements			
				AM Peak Hour			PM Peak Hour			AM Peak Hour		PM Peak Hour	
				Delay	LOS		Delay	LOS		Delay	LOS	Delay	LOS
1 . I-15 Southbound Rmp/4th Street	Caltrans	D	Signal	82.5	F	*	>100	F	*	35.8	D	53.3	D
5 . Etiwanda Avenue/Foothill Boulevard	Rancho Cucamonga	D	Signal	59.7	E	*	>100	F	*	36.9	D	45.4	D
6 . Etiwanda Avenue/Arrow Route	Rancho Cucamonga	D	Signal	77.7	E	*	54.8	D		52.6	D	47.4	D
7 . Etiwanda Avenue/Whittram Avenue	Rancho Cucamonga	D	Signal	>100	F	*	60.1	E	*	51.1	D	42.6	D
8 . Etiwanda Avenue/Napa Street	Rancho Cucamonga	D	Signal	94.3	F	*	>100	F	*	42.5	D	46.8	D
9 . Etiwanda Avenue/6th Street	Rancho Cucamonga	D	Signal	99	F	*	89.6	F	*	4.7	A	3.4	A
19 . Haven Avenue/4th Street	Ontario	D	Signal	42.8	D		58.9	E	*	42.8	D	54.5	D
20 . Milliken Avenue/4th Street	Ontario	D	Signal	41.4	D		72.4	E	*	39.1	D	53.9	D

Notes:

* Exceeds LOS Standard

LOS = Level of Service



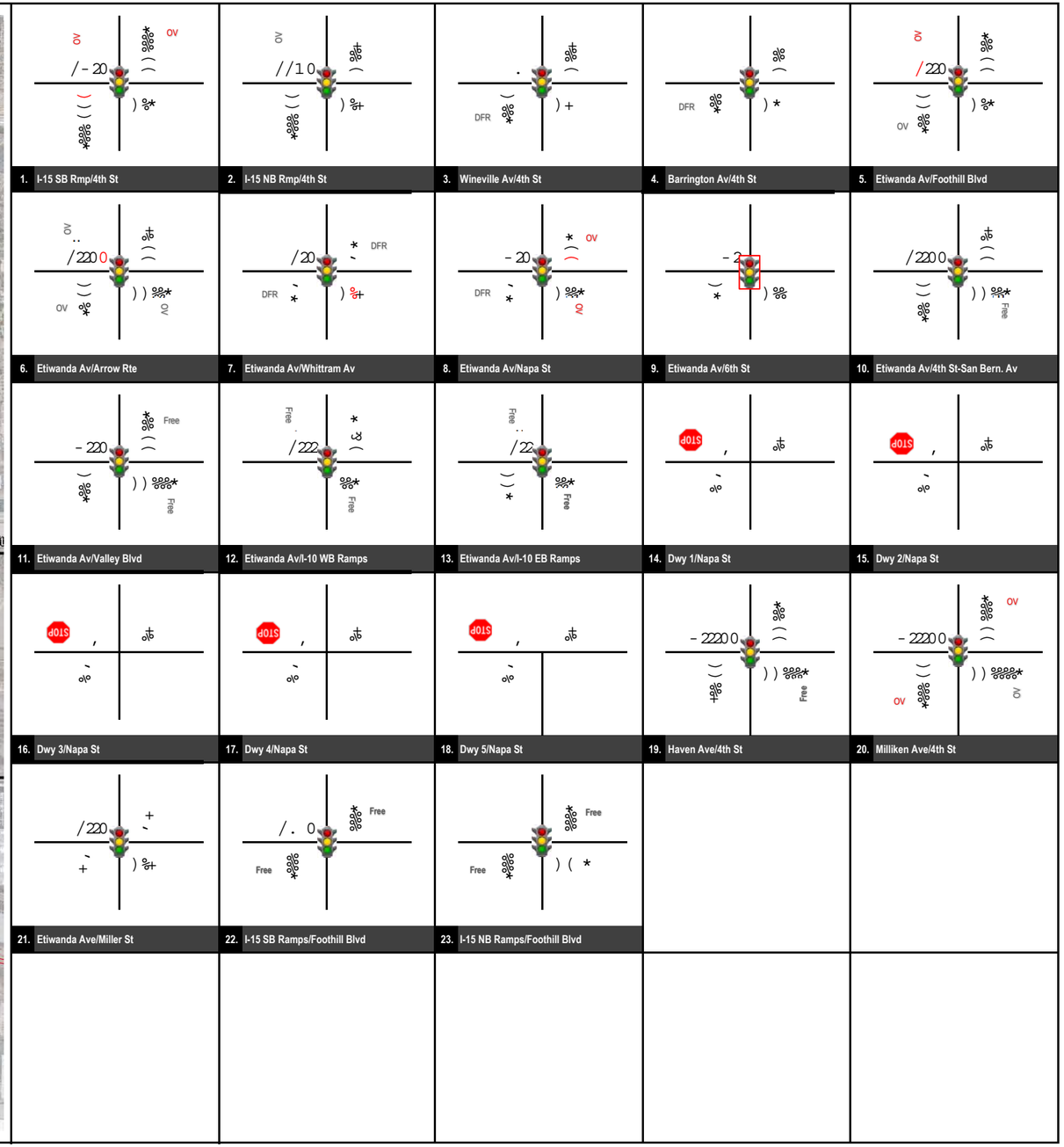


FIGURE 26

Legend

Traffic Signal
STOP Stop Sign
O RT Overlap
d Defacto right turn
Free Free Right-Turn

Napa Warehouse
Opening Year With Project With Improvements Intersection Geometrics and Stop Control

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contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project fair share calculations are shown in Table I. As shown in Table I, the project fair share contribution at this intersection is 6.58%.

- **Haven Avenue/4th Street** – Add a northbound through lane. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project's fair share calculation is shown in Table I. As shown in Table I, the project fair share contribution at this intersection is 0.39%.
- **Milliken Avenue/4th Street** – Add overlap phasing to the eastbound and westbound right-turn lanes. This intersection operates at unsatisfactory LOS under without project conditions and the project contributes to the pre-existing unsatisfactory operations. These improvements are not included in any fee program and a fair share contribution has been calculated. The project's fair share calculation is shown in Table I. As shown in Table I, the project fair share contribution at this intersection is 0.67%.

The resulting levels of service for year 2040 with project with improvements conditions are included in Table K. Figure 27 illustrates the recommended improvements. With the implementation of recommended improvements, all intersections will operate at satisfactory levels of service.

9.0 CALTRANS QUEUING ANALYSIS

With the implementation of SB 743, Caltrans has approved the Caltrans *Vehicle Miles Traveled-Focused Transportation Impact Study Guide* (May 2020). The guidelines provide guidance to Caltrans, lead agencies, developers, and consultants regarding Caltrans' review of vehicle miles traveled (VMT) impact analysis for land use projects and land use plans. The guidelines also state that future guidance will include a safety analysis approach that reduces risks all road users and that focuses on multi-modal conflict analysis as wells as access management issues. This future guidance has been recently included in the *Interim Local Development Intergovernmental Review Safety Review Practitioners Guidance* (December 2020). A freeway queuing analysis is included in the guidelines to determine if freeway ramp queues in the peak hour may extend into the freeway mainline and require a review of speed differential between the off-ramp queue and mainline. The queues at the Interstate 10 and 15 off-ramps were analyzed to determine if they extend into the freeway mainline. The queue analysis worksheets are included in Appendix D. As shown in Appendix D, the queues do not extend to the freeway mainline under existing, opening year, and year 2040 without and with project conditions. Therefore, the project will not require a review for speed differential between the off-ramp queue and the mainline of the freeway during the a.m. or p.m. peak hours.

10.0 SUMMARY & CONCLUSIONS

The project proposes the construction of approximately 655,878 square feet of E-Commerce building uses. Access to the project will be provided via five driveways on Napa Street. The project is expected to generate 572 total trips during the a.m. peak hour, 788 total trips during the p.m. peak hour, and 4,224 total daily trips. After converting to PCEs, the project is anticipated to generate 594 PCE trips during the a.m. peak hour, 810 PCE trips during the p.m. peak hour, and 4,414 daily PCE trips. With the implementation of the recommended improvements, the levels of service are restored to satisfactory operations under opening year and year 2040 conditions.

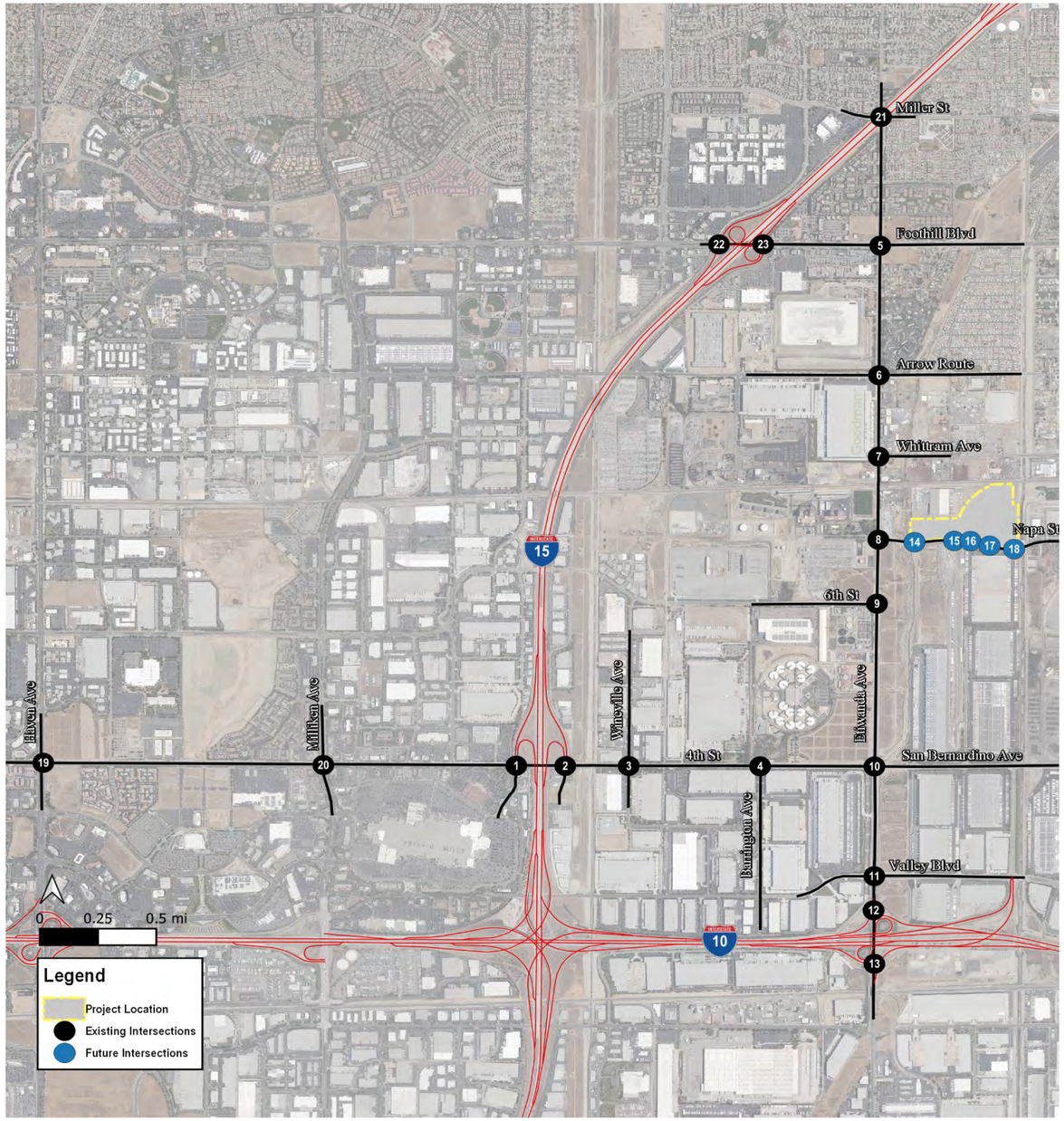
Table K: Year 2040 With Project With Improvements Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	With Project						With Project With Improvements			
				AM Peak Hour			PM Peak Hour			AM Peak Hour		PM Peak Hour	
				Delay	LOS		Delay	LOS		Delay	LOS	Delay	LOS
1 . I-15 Southbound Rmp/4th Street	Caltrans	D	Signal	90.4	F	*	>100	F	*	46.4	D	41.4	D
5 . Etiwanda Avenue/Foothill Boulevard	Rancho Cucamonga	D	Signal	69.3	E	*	74.5	E	*	53.1	D	47.1	D
6 . Etiwanda Avenue/Arrow Route	Rancho Cucamonga	D	Signal	67.2	E	*	76.8	E	*	52.1	D	54.5	D
7 . Etiwanda Avenue/Whittram Avenue	Rancho Cucamonga	D	Signal	>100	F	*	35.4	D		48.2	D	42.7	D
8 . Etiwanda Avenue/Napa Street	Rancho Cucamonga	D	Signal	>100	F	*	>100	F	*	48.3	D	39.3	D
9 . Etiwanda Avenue/6th Street	Rancho Cucamonga	D	Signal	>100	F	*	>100	F	*	15.7	B	18.2	B
13 . Etiwanda Avenue/I-10 Eastbound Ramps	Caltrans	D	Signal	>100	F	*	17.7	B		34.9	C	14.9	B
19 . Haven Avenue/4th Street	Ontario	D	Signal	48.6	D		69.5	E	*	40.2	D	51.4	D
20 . Milliken Avenue/4th Street	Ontario	D	Signal	42.1	D		74.3	E	*	39.8	D	53.3	D

Notes:

* Exceeds LOS Standard

LOS = Level of Service



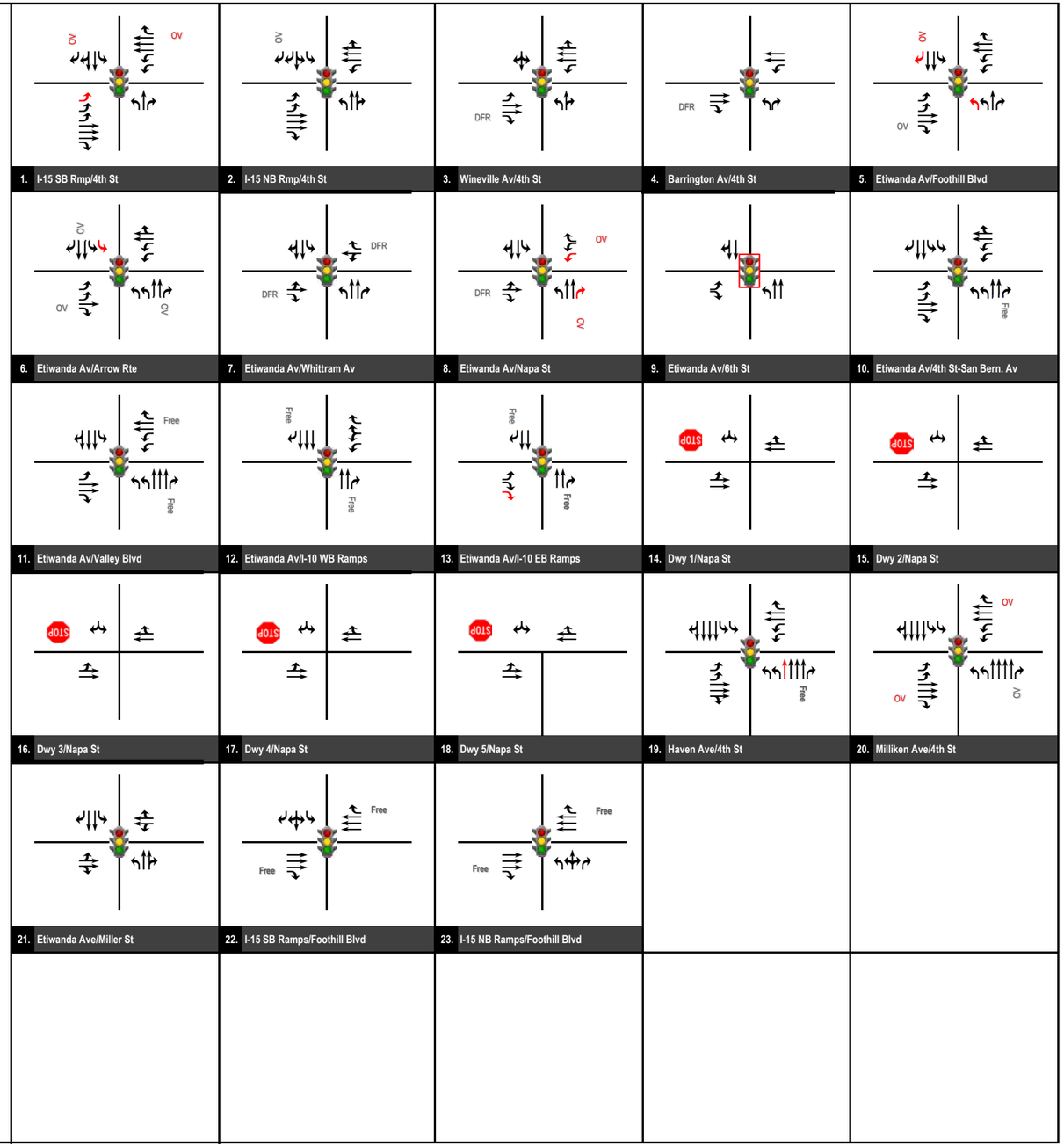


FIGURE 27

Legend

Traffic Signal
Stop Sign
O RT Overlap
d Defacto right turn
Free Free Right-Turn

Napa Warehouse
Year 2040 With Project With Improvements Intersection Geometrics and Stop Control

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NAPA STREET WAREHOUSE

CEQA TRANSPORTATION IMPACT ANALYSIS E-COMMERCE SCENARIO

APRIL 28, 2021

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1.0 INTRODUCTION

This report presents the methodology, findings, and conclusions of the Transportation Impact Analysis (TIA) prepared for the proposed Napa Street warehouse development project. The proposed project site is located approximately 1,500 feet to the northeast of the intersection of Etiwanda Avenue and Napa Street in the City of Rancho Cucamonga. The project proposes the construction of approximately 655,878 square feet of E-Commerce warehouse uses.

1.1 Purpose of the Transportation Impact Analysis and Study Objectives

This report is intended to satisfy the requirements for a TIA established by the City of Rancho Cucamonga *Traffic Impact Analysis Guidelines* (June 2020) for an assessment of VMT and Active Transportation and Public Transit, as well as the requirements for the disclosure of potential impacts and mitigation measures per the California Environmental Quality Act (CEQA).

1.2 Project Location

As stated earlier, the project is located approximately 1500 feet to the northeast of the intersection of Etiwanda Avenue and Napa Street in the City of Rancho Cucamonga. Figure 1 shows the regional location of the project. The project proposes 655,878 square feet of E-Commerce warehouse uses. The project opening year is 2022. The project zoning designation is Heavy Industrial. Figure 2 illustrates the site plan of the proposed project.

1.3 Project Description

The project proposes the construction of approximately 655,878 square feet of E-Commerce building uses. The project will construct two buildings with Building A consisting of 500,648 square feet and Building B consisting of 155,230 square feet. Access to the project will be provided via five driveways on Napa Street. All project driveways will include access for trucks and autos with the exception of driveway 4, which will include access for autos only. Previously referenced Figure 2 shows the site plan for the proposed project.

1.4 Analysis Scenarios

Based on the City guidelines, this report analyzes the project generated VMT and project effect on VMT for the following scenarios:

1. Baseline conditions;
2. Baseline plus project conditions;
3. Year 2040 without project conditions; and
4. Year 2040 plus project conditions.

2.0 METHODOLOGY AND CEQA SIGNIFICANT IMPACT THRESHOLDS

The following section includes the methodology for developing the VMT forecasts and includes the thresholds for VMT and Active Transportation and Public Transportation.

2.1 Analysis Methodology

The analysis methodology for the project generated VMT and project effect of VMT were developed consistent with the City VMT guidelines. This section discusses the methodology used to forecast the VMT. The baseline conditions VMT is derived from data provided from the City's TIA guidelines and the SBCTA Screening tool. The project related VMT was calculated by modifying the SBTAM to include the proposed project in the model. The SBTAM is based on socio-economic data (SED). The existing land uses from the parent zone were moved to an adjacent zone and the socio-economic data for the project (primarily employment data) was incorporated. The employee and wage distribution forecasts for the proposed project are based on data acquired by Translutions from various e-commerce projects Translutions has worked on. The City of Rancho Cucamonga uses an employee density of 0.68 for industrial uses, which translates into one employee per 1,470 square feet. In contrast, e-commerce fulfillment center type uses result in approximately one employee per 850 to 900 square feet. For the purpose of this analysis, an employee count of 750 was used as an average of the range.

Tabulation

	BLDG. A	BLDG. B	TOTAL
SITE AREA			
In s.f.	1,166,828	343,304	1,510,142 s.f.
In acres	26.79	7.88	34.67 ac
BUILDING AREA			
Office	10,000	10,000	20,000 s.f.
Warehouse	490,648	145,230	635,878 s.f.
TOTAL	500,648	155,230	655,878 s.f.
FLOOR AREA RATIO	42.91%	45.22%	43.43%
AUTO PARKING REQUIRED			
Office: 1/250 s.f.	40	40	80 stalls
Whse 1st 20K @ 1/1,000 s.f.	20	20	40 stalls
2nd 20K @ 1/2,000 s.f.	10	10	20 stalls
above 40K @ 1/1,000 s.f.	113	27	140 stalls
TOTAL	**183**	**97**	**280 stalls**
AUTO PARKING PROVIDED			
Standard (9' x 19')	238	94	332 stalls
Handicap (9' x 19')	8	5	13 stalls
Clean air vehicle (9' x 19')	29	9	38 stalls
Total parking provided	**275**	**108**	**383 stalls**
Clean air vehicle conduit for future EV parking	23	7	30 stalls
TRAILER PARKING REQUIRED			
1 per dock door	79	20	99 stalls
TRAILER PARKING PROVIDED			
Trailer (14' x 50')	87	20	107 stalls
ZONING ORDINANCE FOR CITY			
Zoning Designation - Heavy Industrial (-H)			
MAXIMUM BUILDING HEIGHT ALLOWED			
Height - 75 (building exceeded 35' of height shall be set back an additional 1' from the front setback for each 1' of height up to a maximum setback of 70'			
MAXIMUM FLOOR AREA RATIO			
FAR - 40% - 50%			
LANDSCAPE REQUIREMENT			
Percentage - 5%			
LANDSCAPE PROVIDED			
Percentage	8.3%	10.7%	
In s.f.	97,025	36,793	s.f.
SETBACKS			
Street	Building	Landscape	Parking
Napa St. - local	25' min.	25' min.	10' min.
Side - 0'			
Rear - none			

Aerial Map



Legend

POTENTIAL OFFICE

WAREHOUSE

DRIVE THRU DOOR

RELOCATED POWER POLE

RAIL ROAD EASEMENT

20 DOCK DOORS

BUILDING A
500,648 S.F.

31 DOCK DOORS

28 DOCK DOORS

20 DOCK DOORS
690'

BUILDING B
155,230 S.F.

NAPA STREET

Note: This is a conceptual plan. It is based on preliminary information which is not fully verified and may be incomplete. It is meant as a comparative aid in examining alternate development strategies and any quantities indicated are subject to revision as more reliable information becomes available.

north

1" = 60'

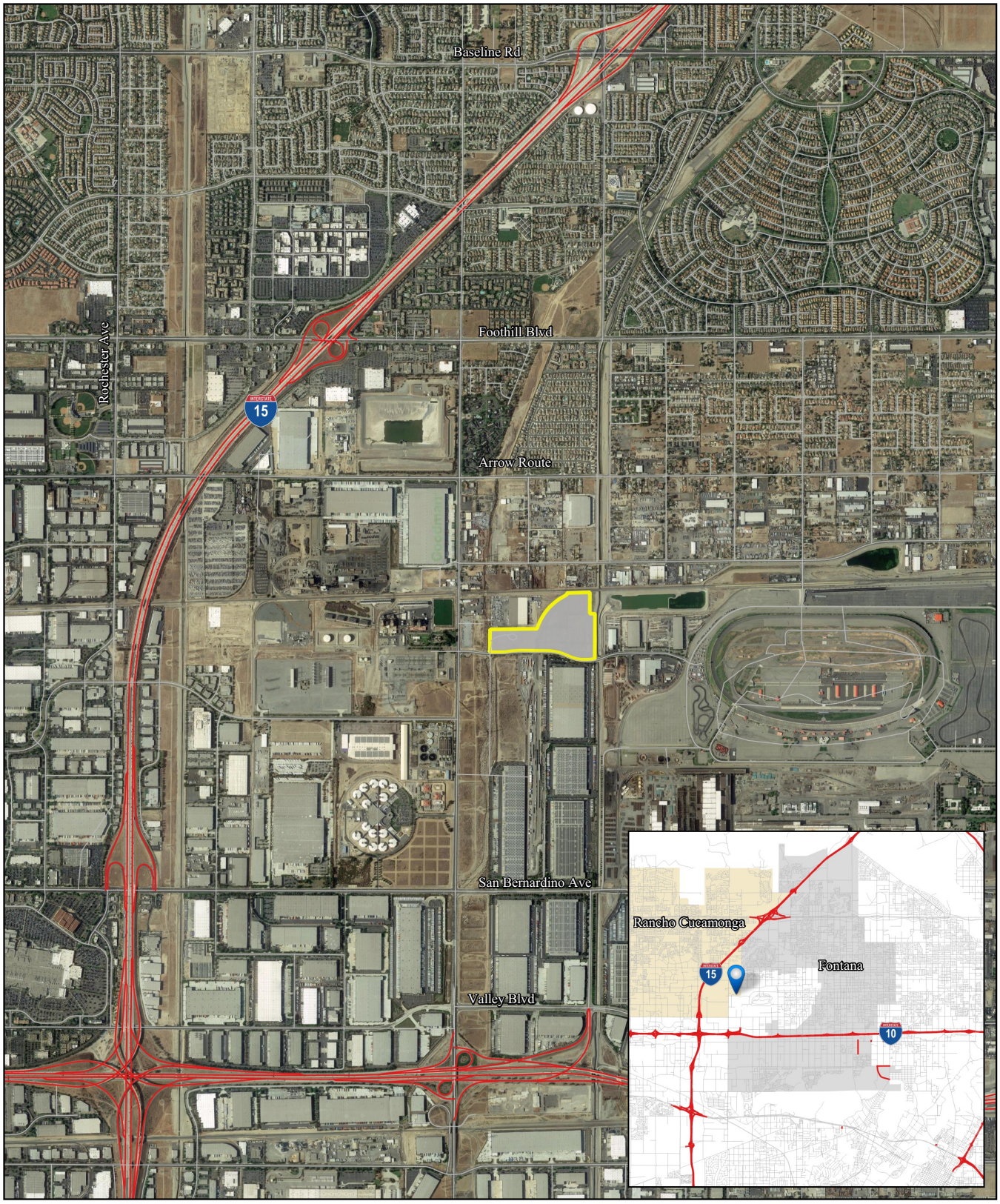
FIGURE 2

Napa Warehouse

Site Plan

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D:\Projects\Hillwood - Napa Street AMZL\Analysis\Revised Analysis Alt 2\Z30 Revised Site Plan (2/10/2021)



Legend

Project Location

FIGURE 1

Napa E-Commerce Warehouse
Regional Project Location

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2.2 CEQA Significant Impact Thresholds

VMT Impact Thresholds

The City guidelines have established thresholds based on the baseline VMT performance in the City of Rancho Cucamonga. A project would result in a significant project generated VMT impact under either of the following conditions:

1. The baseline project generated VMT per service population exceeds the City of Rancho Cucamonga Baseline VMT per service population; or
2. The cumulative (2040) project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population.
   The baseline VMT per service population for the City of Rancho Cucamonga using the P/A method is 26.5.

The project's impact on VMT would also be considered significant if it resulted in the following:

3. The cumulative link-level boundary VMT per service population within City of Rancho Cucamonga increase under the plus project condition compared to the no project condition.

Active Transportation and Public Transit Impact Thresholds

The City guidelines have established thresholds for Active Transportation and Public Transit to determine potential impacts to public transit, pedestrian facilities and travel, and bicycle facilities and travel using the following criteria:

1. A significant impact occurs if the project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance or safety of such facilities.

3.0 EXISTING CONDITIONS

This section discusses the existing transportation conditions in the study area.

3.1 Existing Roadway Conditions

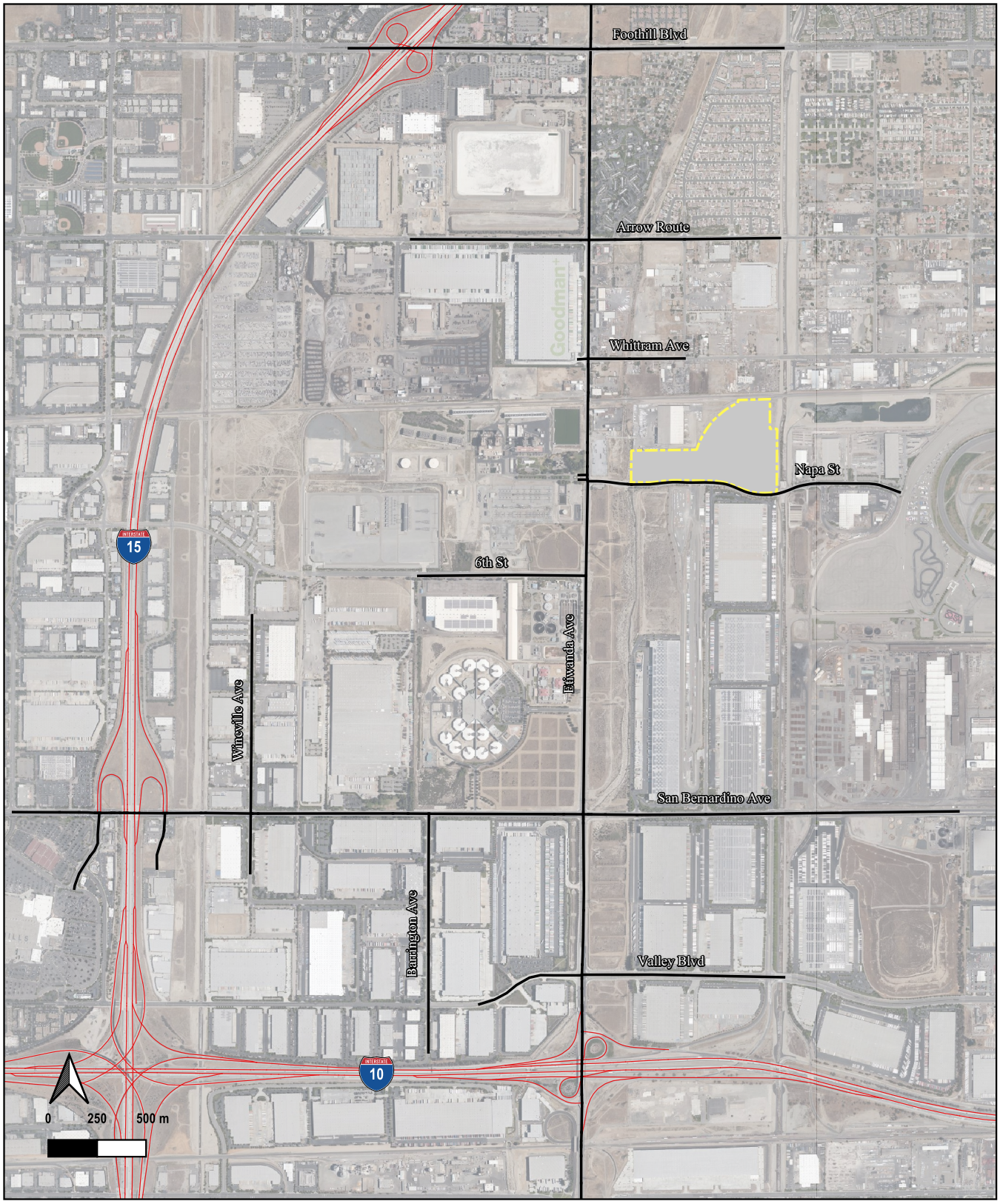
Regional access to the project site is provided by Interstate 10 to the south and west, and State Route 210 to the north and Interstate 15 to the east. Figure 3 shows the existing roadway network adjacent to the project location. Local access is provided by the following roadways:

- **Foothill Boulevard** is oriented in the east-west direction. It is a six-lane divided roadway in the analysis area. Foothill Boulevard is classified as a Major Divided Arterial in the City's General Plan. Foothill Boulevard is also designated as a Principal Travel Corridor in the General Plan.
- **4th Street** is oriented in the east-west direction. It is a four-lane undivided roadway in the analysis area. 4th Street is classified as a Major Divided Arterial in the City's General Plan. 4th Street is also designated as a Principal Travel Corridor in the General Plan.
- **Arrow Route** is oriented in the east-west direction. It is a four-lane roadway in the analysis area. Arrow Route is classified as a Major Arterial in the City's General Plan. Arrow Route is also designated as a Secondary Travel Corridor in the General Plan.
- **Whittram Avenue** is oriented in the east-west direction. It is a two-lane roadway in the analysis area.
- **Napa Street** is oriented in the east-west direction. It is a four-lane roadway near the analysis area.
- **6th Street** is oriented in the east-west direction. It is a four-lane roadway near the analysis area. In the City's General Plan, 6th Street is classified as a Secondary Roadway. 6th Street is also designated as a Tertiary Travel Corridor in the General Plan.
- **Etiwanda Avenue** is oriented in the north-south direction. It is a four-lane roadway near the analysis area. In the City's General Plan, Etiwanda Avenue is classified as a Major Arterial. Etiwanda Avenue is also designated as a Tertiary Travel Corridor in the General Plan.

3.2 Existing Bicycle & Pedestrian Facilities

The City's bikeway network includes three types of facilities and are discussed below:

- **Class I Bike Path** A Class I facilities are bicycle trails or paths that are essentially off street and separated from automobiles. They are a minimum of eight feet in width for two-way travel and include bike lane signage and designated street crossings where needed.



Legend

Project Location

FIGURE 3

Napa E-Commerce Warehouse
Existing Roadway Network

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- **Class II Bike Lane** Class II bike lanes can be either located next to a curb or parking lane. If located next to a curb, a minimum width of five feet is recommended. However, a Bike Lane adjacent to a parking lane can be four feet in width. Bike Lanes are exclusively for the use of bicycles and include bike lane signage, special lane lines, and pavement markings. ways delineate the right-of-way assigned to bicyclists along roadways. Bike lane signs and pavement markings help define these bike lanes.
- **Class III Bike Street** is a street providing for shared use by motor vehicles and bicyclists. While bicyclists have no exclusive use or priority, signage – both by the side of the street and stenciled on the roadway surface – alerts motorists to bicyclists sharing the roadway are called Bike Streets, and are enhancements of the standard Class III Bike Route, which is only indicated by small wayside signs.

Figure 4 illustrates the existing bicycle facilities near the project area. As shown in Figure 4, existing bicycle lanes are located on 4th Street west of Etiwanda Avenue, 6th Street west of Etiwanda Avenue, Arrow Route west of Ilex Street, and Foothill Boulevard west of East Avenue.

Pedestrian circulation in Rancho Cucamonga is primarily provided via sidewalks. Figure 5 illustrates the existing pedestrian facilities adjacent to the project. As illustrated in Figure 5, there are continuous sidewalks adjacent to the project on Napa Street.

3.3 Existing Transit Service

Public transportation services within the City of Rancho Cucamonga and near the proposed project include bus transit service (Omnitrans) and commuter rail transportation (Metrolink). These services are further described below.

Bus Service. Public transportation in the City of Rancho Cucamonga is mainly provided by Omnitrans, which is the regional transit operator in San Bernardino County. The following transit routes operate near the project:

- **Route 66** provides service near the project site and connects the project site to Fontana and Montclair. Near the study area, Route 66 travels along Foothill Boulevard with the closest stop at the intersection of Etiwanda Avenue and Foothill Boulevard to the north of the project. Route 66 operates at 15-minute headways during the day on weekdays and at 30-minute headways on the weekend.
- **Route 61** provides service near the project site and connects the project site to Fontana and Montclair. Near the study area, Route 61 travels along 4th Street/San Bernardino Avenue with the closest stop at the intersection of Etiwanda Avenue and 4th Street/San Bernardino Avenue to the south of the project. Route 61 operates at 20 to 30-minute headways during the day on weekdays and at 30-minute headways on the weekend.

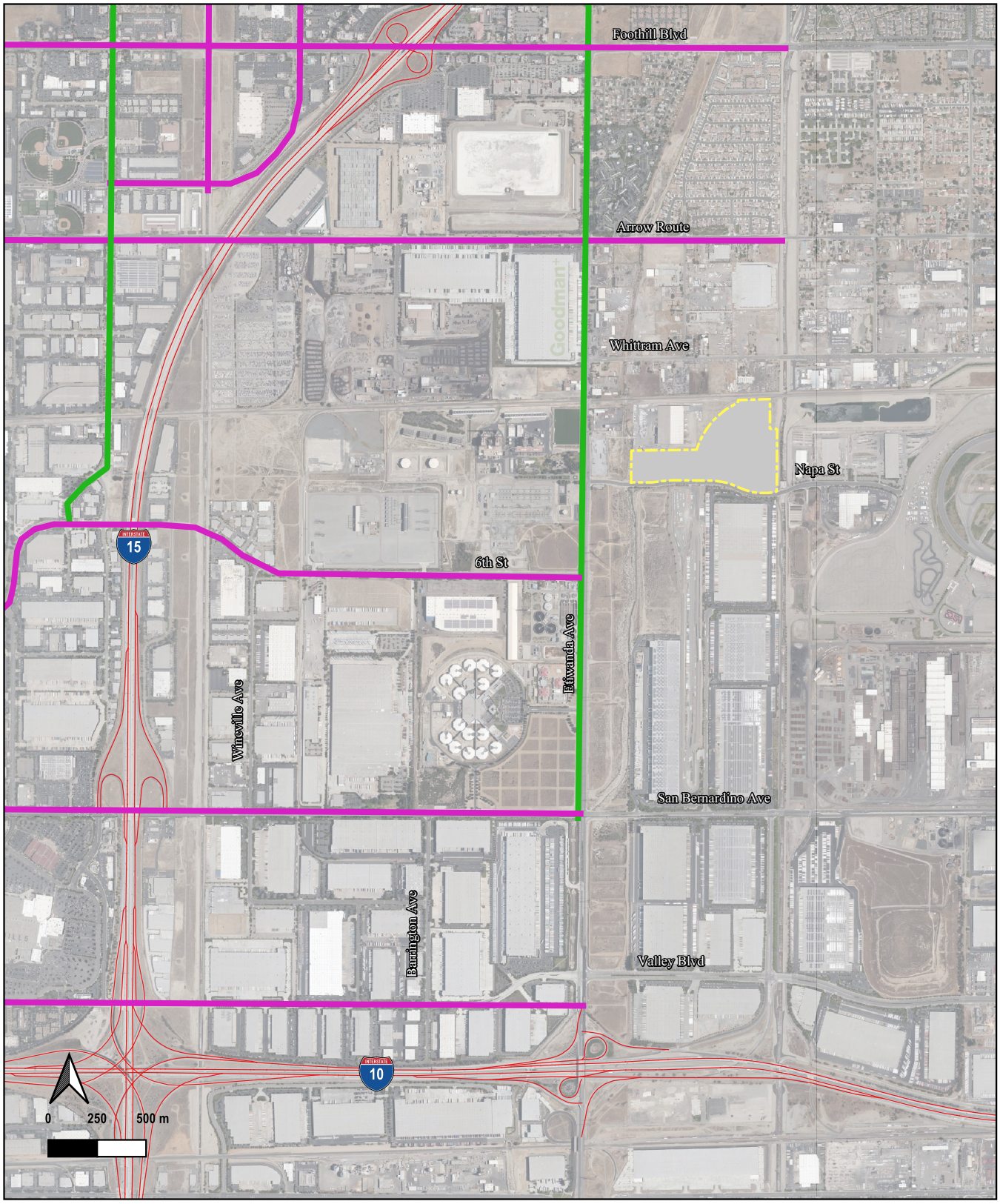
Commuter Rail Service. Commuter rail service is provided by Metrolink, which is operated by the Southern California Regional Rail Authority (SCRRA). Metrolink train service is available between the counties of Ventura, Los Angeles, San Bernardino, Orange, Riverside, and north San Diego. The area is served by the San Bernardino Line, which runs east-west between the San Bernardino Station and the Los Angeles Union Station. The Rancho Cucamonga Station is the nearest Metrolink station to the project site and is approximately 2.5 miles from the project site. Figure 6 illustrates the transit lines within the project area.

4.0 ACTIVE TRANSPORTATION AND PUBLIC TRANSIT ANALYSIS

This section discusses the potential impacts a project may incur if a project conflicts with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance of safety of such facilities.

4.1 Bicycle, Pedestrian, & Transit Facilities

The City of Rancho Cucamonga published a Circulation Master Plan for Bicyclists and Pedestrians in May 2015 that recommended bicycle programs to improve facilities that can make it safer for users of all ages. The plan developed bicycle facilities network recommendations as well as additional suggestions on improving bicycle facilities, intersections,



Legend

Project Location

Bicycle_Plan_Public-shp Bicycle_Plan

Existing Class II

Proposed Class II

FIGURE 4

Napa E-Commerce Warehouse
Existing Bicycle Facilities

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Legend

Project Location Sidewalks

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FIGURE 5
Napa E-Commerce Warehouse
Existing Pedestrian Facilities

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Legend

Project Location | Route 66 | Route 61 | Bus Stops

FIGURE 6

Napa E-Commerce Warehouse
Existing Transit Facilities

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bicycle sharing, wayfinding, and bicycle parking. Pedestrian facility recommendations included sidewalk gap closures and high priority segments. Trail improvements included wayfinding, high visibility crosswalks, and sidewalk furniture. Figure 4 illustrates the proposed bicycle facilities near the project area. As shown in Figure 4, bicycle lanes are proposed on Etiwanda Avenue from 4th Street/San Bernardino Avenue to north of Foothill Boulevard and on Rochester Avenue from 6th Street to north of Foothill Boulevard. The City priority segments for sidewalk improvements are shown in Figure 7.

The City of Rancho Cucamonga Transit Plan in the 2010 General Plan identified two future major transit corridors – an east-west transit corridor along Foothill Boulevard and a north-south transit corridor along Haven Avenue. The Bus Rapid Transit is to operate along these two corridors, forming the backbone of the bus transit service in the City. SBCTA has initiated a 35-mile BRT route connecting Rancho Cucamonga, Pomona, Montclair, Ontario, and Fontana. The first phase will include the Milliken alignment, starting from Pomona Regional Transit Center to Victoria Gardens in Rancho Cucamonga. Phase II will connect Ontario International Airport in Ontario to Kaiser Permanente Medical Center in Fontana. Figure 8 illustrates the future transit facilities including the planned Rapid Transit Stops on Haven Avenue and Foothill Boulevard.

The project does not conflict with any adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. The project will not change roadway designations from those in the City's General Plan. The project will also not decrease the performance of safety of any of the facilities. Therefore, the project impact is considered less than significant.

5.0 VEHICLE MILES TRAVELED (VMT) ANALYSIS

This section discusses the existing transportation conditions in the study area.

5.1 SBCTA VMT SCREENING TOOL

At the request of City staff, the VMT per service population for the TAZ in which the project is located has been conducted using the online SBCTA VMT Screening Tool. Figure 9 shows the baseline VMT per service population using the VMT Screening Tool. As shown in Figure 9, the project is located in TAZ 53702402 and the baseline VMT per service population for the entire TAZ is 39.9 miles. Figure 10 shows the year 2040 VMT per service population using the VMT Screening Tool. As shown in Figure 10, the year 2040 VMT per service population for the entire TAZ is 39.6 miles.

5.2 PROJECT GENERATED VMT

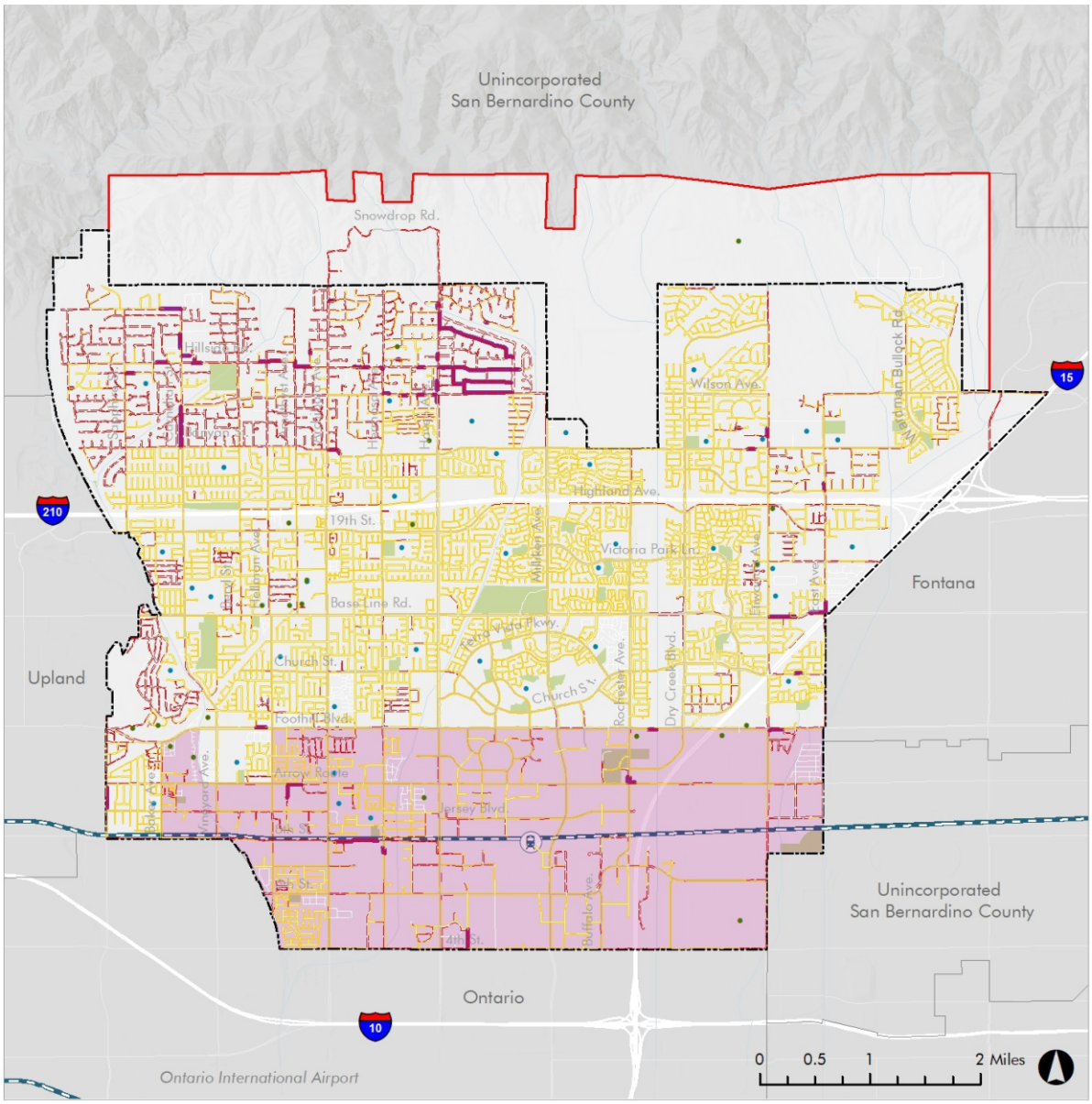
The project generated VMT compares the project generated VMT per service population to the City of Rancho Cucamonga VMT per service population under baseline and year 2040 conditions.

Baseline Project Conditions

Table A shows the baseline project VMT per service population. As shown in Table A, the baseline project VMT per service population is 24.9 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under baseline conditions.

Year 2040 Project Conditions

Table A shows the year 2040 project VMT per service population. As shown in Table A, the year 2040 project VMT per service population is 23.9 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The year 2040 project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under year 2040 conditions.



Fehr & Peers, 2020 | Sources: City of Rancho Cucamonga, 2019; CalEnviroScreen 3.0, 2018.

- Points of Interest
- Schools
- Existing Sidewalk
- Missing Sidewalk
- Priority Segment for Sidewlak Improvements
- Disadvantaged Communities (Top 25%)
- Rancho Cucamonga City Limits
- Sphere of Influence
- Adjacent City Limits
- Parks
- Waterways
- Metrolink Station
- Metrolink

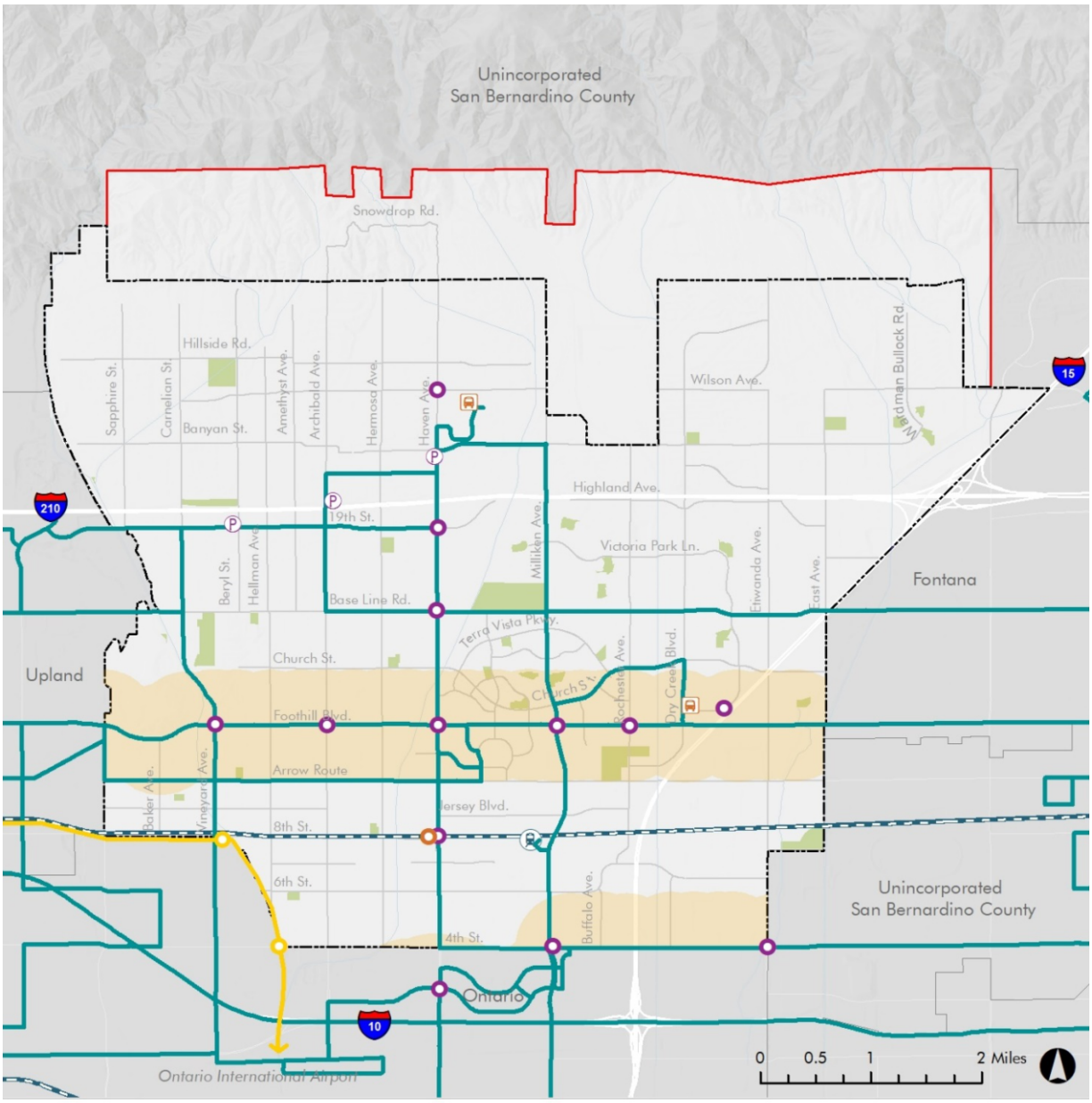
Source: City of Rancho Cucamonga Community Mobility (May, 2020)

FIGURE 7

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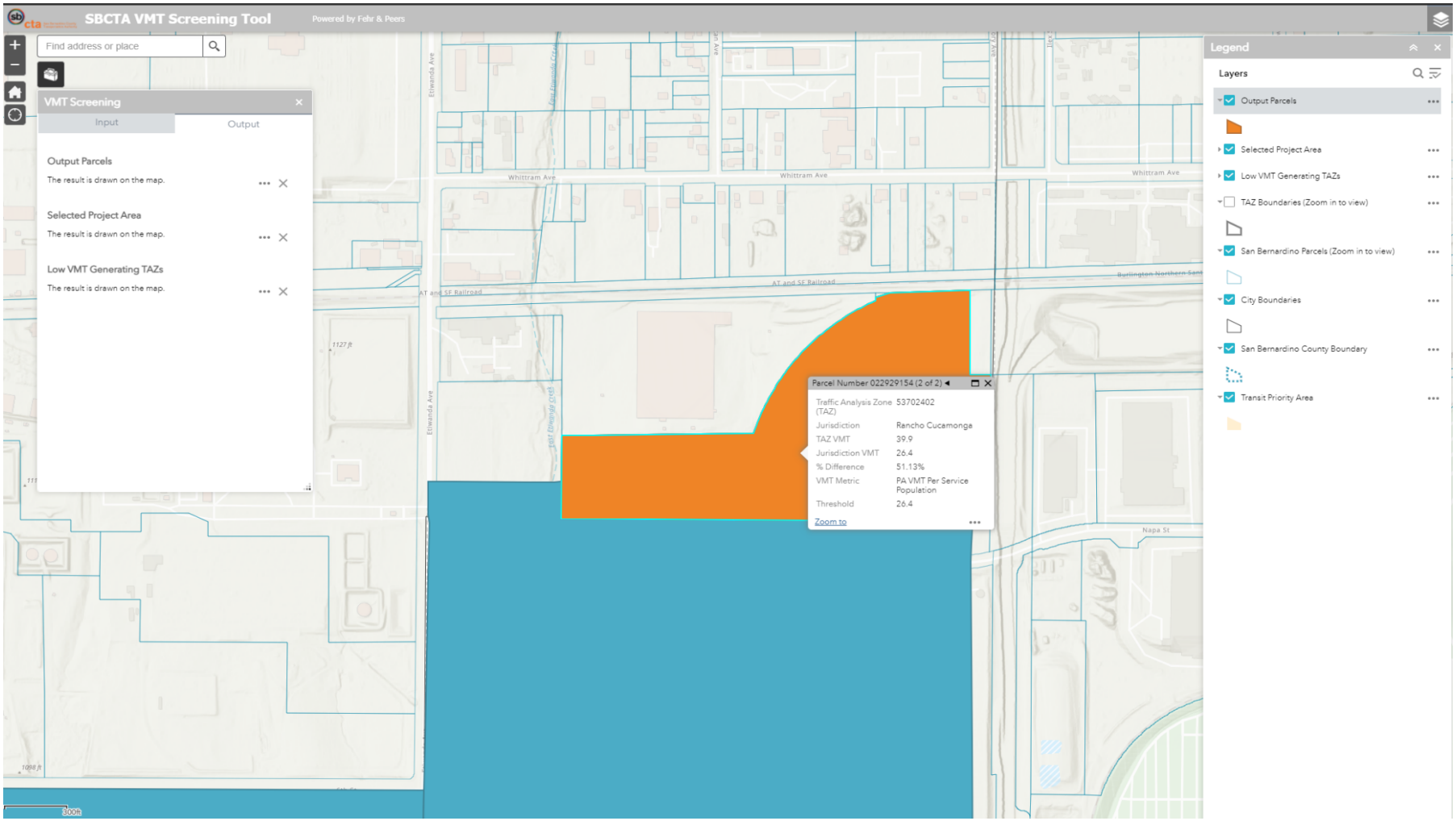
Napa Street E-Commerce Warehouse
Rancho Cucamonga Priority Segments for Sidewalk Improvements

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Source: City of Rancho Cucamonga Community Mobility (May, 2020)

FIGURE 8

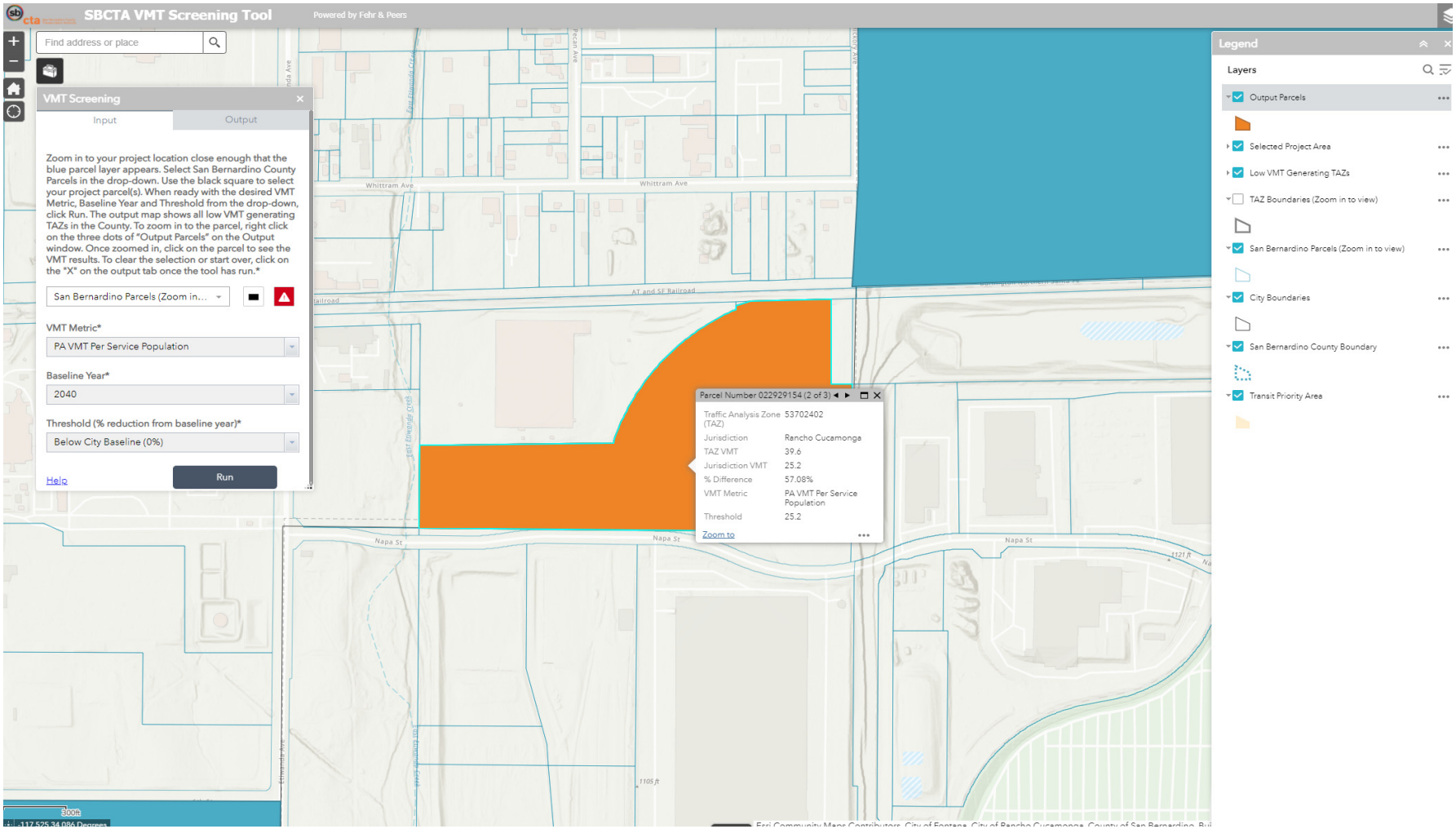


Source: SBCTA VMT Screening Tool

FIGURE 9

Napa Street E-Commerce Warehouse
SBCTA VMT Screening Tool Baseline VMT per Service Population

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Source: SBCTA VMT Screening Tool

FIGURE 10

Napa Street E-Commerce Warehouse
SBCTA VMT Screening Tool Year 2040 VMT per Service Population

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Table A: Project VMT per Service Population

750 Employee Scenario	Threshold*	2016 Project Zone	2040 Project Zone
Total VMT		18,703	17,949
Population		0	0
Total Employment		750	750
Total Service Population		750	750
VMT/Service Population	**26.5**	**24.9**	**23.9**
Impact?		**NO**	**NO**

* Based on City of Rancho Cucamonga Traffic Impact Analysis Guidelines

5.3 PROJECT EFFECT ON VMT

The project effect on VMT compares how the project changes VMT on the Citywide network and compares it to the no project condition under baseline and year 2040 conditions.

Baseline Plus Project Conditions

Table B below shows the baseline plus project effect on VMT per service population. As shown in Table B, the baseline plus project VMT per service population within the study area is 14.8 miles. The baseline no project VMT per service population for the study area (double the average trip length) is 18.2 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline boundary VMT per service population within the City of Rancho Cucamonga (or double the average trip length) increases under the plus project condition compared to the no project condition. The baseline plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under baseline plus project conditions.

Year 2040 Plus Project Conditions

Table B below shows the year 2040 plus project VMT per service population. As shown in Table B, the year 2040 plus project VMT per service population is 18.9 miles. The year 2040 no project VMT per service population for the study area is 19.0 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 boundary VMT per service population within the City of Rancho Cucamonga increases under the plus project condition compared to the no project condition. The year 2040 plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under year 2040 plus project conditions.

Table B: Project Effect on VMT per Service Population

750 Employee Scenario	2016		2040	
	No Project	With Project	No Project	With Project
Total Roadway VMT (Within City Boundary)	79,766,231	64,585,211	104,796,393	104,690,265
Population	3,190,529	3,190,529	3,863,759	3,863,759
Total Employment	1,183,597	1,184,347	1,664,945	1,665,695
Total Service Population	4,374,126	4,374,876	5,528,704	5,529,454
VMT/Service Population	**18.2**	**14.8**	**19.0**	**18.9**
SIGNIFICANT IMPACT?	**NO**		**NO**	

* The average trip length was calculated at 11.5 miles and the 23-mile radius was selected based on 2 times the average trip length.

5.4 COMPARISON **WITH** SCREENING TOOL DATA

The City requested a discussion on the discrepancy between the TAZ data from the SBTA Screening tool and the model outputs. It should be noted that the screening tool is based on information for the traffic analysis zone the project lies in and does not reflect project characteristics. When the isolated project characteristics are included in the TAZ, the VMT results are reflective of the project.

Table C shows a comparison of the socio-economic data of the parent zone and the project zone. As seen on Table C, the parent zone in the SBTAM has a mix of employment types including construction, manufacturing, medical, arts & entertainment, etc. Most of these categories have higher wages than warehousing/e-commerce related jobs. Further, if the employment categories are compared, the parent zone has approximately 13.5 percent of the jobs as "high income jobs" whereas the project zone has approximately 5 percent of the jobs as high income jobs. The SBCTA screening tool shows that the VMT per worker for the parent zone is approximately 19.2 miles. This is consistent with the findings of the model runs since generally, more than three-quarters of trips to an employment center are employee trips. Table C also shows that the parent zone has approximately 36 residents. The parent zone has no residential uses, which also affects the results of the VMT forecasts.

Table C: Socio-Economic Data Inputs

	2016		2040	
	Project	Original TAZ	Project	Original TAZ
Total Employment	750	126	750	1,817
Low Income Employment	488	81	488	1,205
Medium Income Employment	225	28	225	380
High Income Employment	38	17	38	232
Agriculture	-	-	-	3
Construction	-	11	-	194
Manufacturing	-	48	-	324
Wholesale	-	4	-	87
Retail	-	16	-	12
Transportation	720	2	720	94
Information Systems	-	-	-	7
Finance, Insurance, and Real Estate	-	1	-	43
Professional	30	8	30	207
Education/Medical	-	10	-	475
Arts,Entertainment, and Leisure	-	24	-	277
Other Service	-	1	-	64
Government/Public Administration	-	0	-	30
Households	-	8	-	7
Population	-	36	-	30

The roadway network and centroid connectors for the project were also modified to reflect the project accurately. The project access is primarily off Napa Street, and the centroid connectors for the TAZ was modified to reflect that. While this change is minor and is unlikely to change the project VMT significantly, it does contribute to the difference.

To further check if the data extraction process was correct, the City level VMT data was compared to the corresponding data from the SBTAM. Table D shows the resulting data. As seen on Table D, the VMT/SP for the City are similar from

both sources. This further demonstrates that the model forecasts are consistent and the project VMT forecasts are not erroneous.

Table D: VMT for City of Rancho Cucamonga – Comparison of Model VMT & Screening Tool VMT

	2016	2040
Total VMT (Model Runs)	6,971,764	7,921,375
Population (Model Runs)	175,986	202,286
Total Employment (Model Runs)	88,645	104,117
Total Service Population (Model Runs)	264,631	306,403
VMT/Service Population (Model Runs)	**26.3**	**25.9**
VMT/Service Population (SBCTA Screening Tool)	**26.5**	**25.2**

6.0 IMPACT CRITERIA FOR CEQA DETERMINATION

This section evaluates the CEQA checklist for impact evaluation.

A. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

The project is consistent with the City's adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decreases the performance of safety of such facilities. The project will not change roadway designations from those in the City's General Plan. The project will also not result in removal of any of the facilities listed above. Therefore, the project impact is considered less than significant.

B. Conflict or be inconsistent with CEQA Guidelines 15064.3, subdivision (b)?

The baseline project generated VMT per service population is 24.9 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under baseline conditions.

The year 2040 project generated VMT per service population is 23.9 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The year 2040 project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under year 2040 conditions.

Based on the City thresholds, a project would have a significant VMT impact if the baseline boundary VMT per service population within the City of Rancho Cucamonga (or study area defined as double the average trip length) increases under the plus project condition compared to the no project condition. The baseline plus project VMT within the study area per service population is 14.8 miles. The baseline no project VMT per service population for the City is 18.2 miles. The baseline plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under baseline plus project conditions.

Based on the City thresholds, a project would have a significant VMT impact if the year 2040 boundary VMT per service population within the City of Rancho Cucamonga (or study area) increases under the plus project condition compared to the no project condition. The year 2040 plus project VMT per service population is 18.9 miles within the study area. The year 2040 no project VMT per service population for the study area is 19.0

miles. The year 2040 plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under year 2040 plus project conditions.

C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The design of driveways will be based on City Code, which sets the standard for such design. It is not anticipated that traffic hazards will increase, therefore, the project impact is considered less than significant.

D. Result in inadequate emergency access?

The proposed driveways will be designed in accordance with all applicable design and safety standards required by adopted fire codes, safety codes, and building codes established by the City's Engineering and Fire Departments. The project will not increase delays on street segments substantially, therefore, the project will not result in inadequate emergency access, and the project impact is considered less than significant.

7.0 SUMMARY & CONCLUSIONS

Project Description. The project proposes the construction of approximately 655,878 square feet of E-Commerce building uses. The project will construct two buildings with Building A consisting of 500,648 square feet and Building B consisting of 155,230 square feet. Access to the project will be provided via five driveways on Napa Street. All project driveways will include access for trucks and autos with the exception of driveway 4, which will include access for autos only.

Project Generated VMT

The baseline project VMT per service population is 24.9 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under baseline conditions.

The year 2040 project VMT per service population is 23.9 miles. The baseline VMT per service population for the City is 26.5 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 project generated VMT per service population exceeds the City of Rancho Cucamonga baseline VMT per service population. The year 2040 project VMT per service population is less than the City baseline VMT per service population, and therefore, the project does not have an VMT impact under year 2040 conditions.

Project Effect on VMT

The baseline plus project VMT per service population within the study area is 14.8 miles. The baseline no project VMT per service population for the study area is 18.2 miles. Based on the City thresholds, a project would have a significant VMT impact if the baseline boundary VMT per service population within the study area increases under the plus project condition compared to the no project condition. The baseline plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under baseline plus project conditions.

The year 2040 plus project VMT per service population within the study area is 18.9 miles. The year 2040 no project VMT per service population for the study area is 19.0 miles. Based on the City thresholds, a project would have a significant VMT impact if the year 2040 boundary VMT per service population within the study area increases under the plus project condition compared to the no project condition. The year 2040 plus project VMT per service population does not increase when compared to the no project condition, therefore, the project does not have an VMT impact under year 2040 plus project conditions.