

# **TRAFFIC IMPACT ANALYSIS**

**AGUA MANSA INDUSTRIAL PROJECT (CASE NUMBER: MA 18008)**

**CITY OF JURUPA VALLEY**

**RIVERSIDE COUNTY, CALIFORNIA**

**LSA**

September 2020

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**RIVERSIDE COUNTY, CALIFORNIA**

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## 1.0 INTRODUCTION

The Traffic Impact Analysis (TIA) has been prepared to assess the potential circulation impacts associated with the proposed Agua Mansa Industrial project to be located at the northwest corner of Agua Mansa Road and Hall Avenue in the City of Jurupa Valley (City). Figure 1-1 illustrates the regional and project location. (Figures and tables are located at the end of each chapter.)

This report is intended to satisfy the requirements established by the County of Riverside Transportation Department *Traffic Impact Analysis Preparation Guide* dated April 2008, requirements identified by the City's Engineering Department as well as the requirements for the disclosure of potential impacts and mitigation measures pursuant to the California Environmental Quality Act (CEQA). The scope of work for this TIA, including trip generation, trip distribution, study area, and analysis methodologies, has been approved by City staff via the Scoping Agreement process. A copy of the Scoping Agreement is included as Appendix A.

This study examines traffic operations in the vicinity of the proposed project under the following six scenarios:

- Existing Conditions;
- Existing with Project Conditions;
- Project Completion Year (2022) without Project Conditions;
- Project Completion Year (2022) with Project Conditions;
- Cumulative (2022) without Project Conditions; and
- Cumulative (2022) with Project Conditions.

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

### 1.1 PROJECT DESCRIPTION

The proposed project consists of two light industrial buildings totaling 335,002 square feet. Building A consists of 140,198 square feet and Building B consists of 194,804 square feet.

Access to the project site would be provided via four driveways along Hall Avenue. The two westerly driveways (Project Driveway 1 and Project Driveway 2) will be full-access driveways. Project Driveway 3 will be constructed as a new north leg at the intersection of Brown Avenue/Hall Avenue. The easterly driveway (Project Driveway 4) will operate as a right-in/right-out driveway. Figure 1-2 illustrates the conceptual site plan for the project. The project completion year is estimated to be 2022.



## 1.2 STUDY AREA

The study area was approved by City staff via the City's scoping agreement process (Appendix A). Based on the TIA Guidelines, the TIA is required to analyze all intersections of "Collector" or higher classification streets, at which the project will add 50 or more peak hour trips. The study area includes the following intersections and roadway segments:

### 1.2.1 Study Intersections

The intersections considered for the study are as follows:

1. Rubidoux Boulevard/20<sup>th</sup> Street – Market Street (City of Jurupa Valley);
2. Rubidoux Boulevard/28<sup>th</sup> Street (City of Jurupa Valley);
3. Rubidoux Boulevard/30<sup>th</sup> Street – State Route 60 (SR-60) Westbound Off-Ramp (Caltrans);
4. Rubidoux Boulevard/SR-60 Westbound On-Ramp (Caltrans);
5. Rubidoux Boulevard/SR-60 Eastbound Off-Ramp – Frontage Road (Caltrans);
6. Agua Mansa Road/Market Street (City of Jurupa Valley);
7. 24<sup>th</sup> Street/Via Cerro (City of Jurupa Valley);
8. Market Street/Via Cerro (City of Jurupa Valley);
9. Market Street/Rivera Street (City of Riverside);
10. Market Street/SR-60 Westbound Ramps (Caltrans);
11. Market Street/SR-60 Eastbound Ramps (Caltrans);
12. Riverside Avenue/Agua Mansa Road (City of Colton, City of Rialto);
13. Agua Mansa Road/Hall Avenue (City of Jurupa Valley, County of San Bernardino);
14. Agua Mansa Road/Brown Avenue (City of Jurupa Valley, County of San Bernardino);
15. Agua Mansa Road/Transfer Station Driveway (City of Jurupa Valley);
16. Project Driveway 1/Hall Avenue (City of Jurupa Valley);
17. Project Driveway 2/Hall Avenue (City of Jurupa Valley);
18. Project Driveway 3 – Brown Avenue/Hall Avenue (City of Jurupa Valley); and
19. Project Driveway 4/Hall Avenue (City of Jurupa Valley).

Figure 1-3 illustrates the locations of all analysis intersections.

### 1.2.2 Roadway Segments

The roadway segments considered for the study are as follows:

1. Rubidoux Boulevard, between Market Street and 28<sup>th</sup> Street (City of Jurupa Valley);

2. Rubidoux Boulevard, between 28<sup>th</sup> Street and 30<sup>th</sup> Street – SR-60 Westbound Off-Ramp (City of Jurupa Valley);
3. Market Street, between Rubidoux Boulevard and Agua Mansa Road (City of Jurupa Valley);
4. Market Street, between Agua Mansa Road and Via Cerro (City of Jurupa Valley);
5. Market Street, between Via Cerro and Rivera Street (City of Jurupa Valley, City of Riverside);
6. Market Street, between Rivera Street and SR-60 Westbound Ramps (City of Riverside);
7. Agua Mansa Road, between Riverside Avenue and Hall Avenue (City of Rialto);
8. Agua Mansa Road, between Hall Avenue and Brown Avenue (City of Jurupa Valley);
9. Agua Mansa Road, between Brown Avenue and Wilson Street (City of Jurupa Valley); and
10. Agua Mansa Road, between Wilson Street and Market Street (City of Jurupa Valley).

It should be noted that the segment of Agua Mansa Road, between Riverside Avenue and Hall Avenue, is partly a two-lane road and partly a four-lane road. These two segments have been analyzed separately in this study.

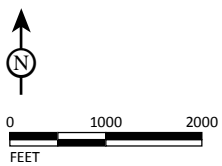
### 1.3 LIST OF CHAPTER 1.0 FIGURES

- Figure 1-1: Regional and Project Location
- Figure 1-2: Conceptual Site Plan
- Figure 1-3: Study Area Intersections



FIGURE 1-1

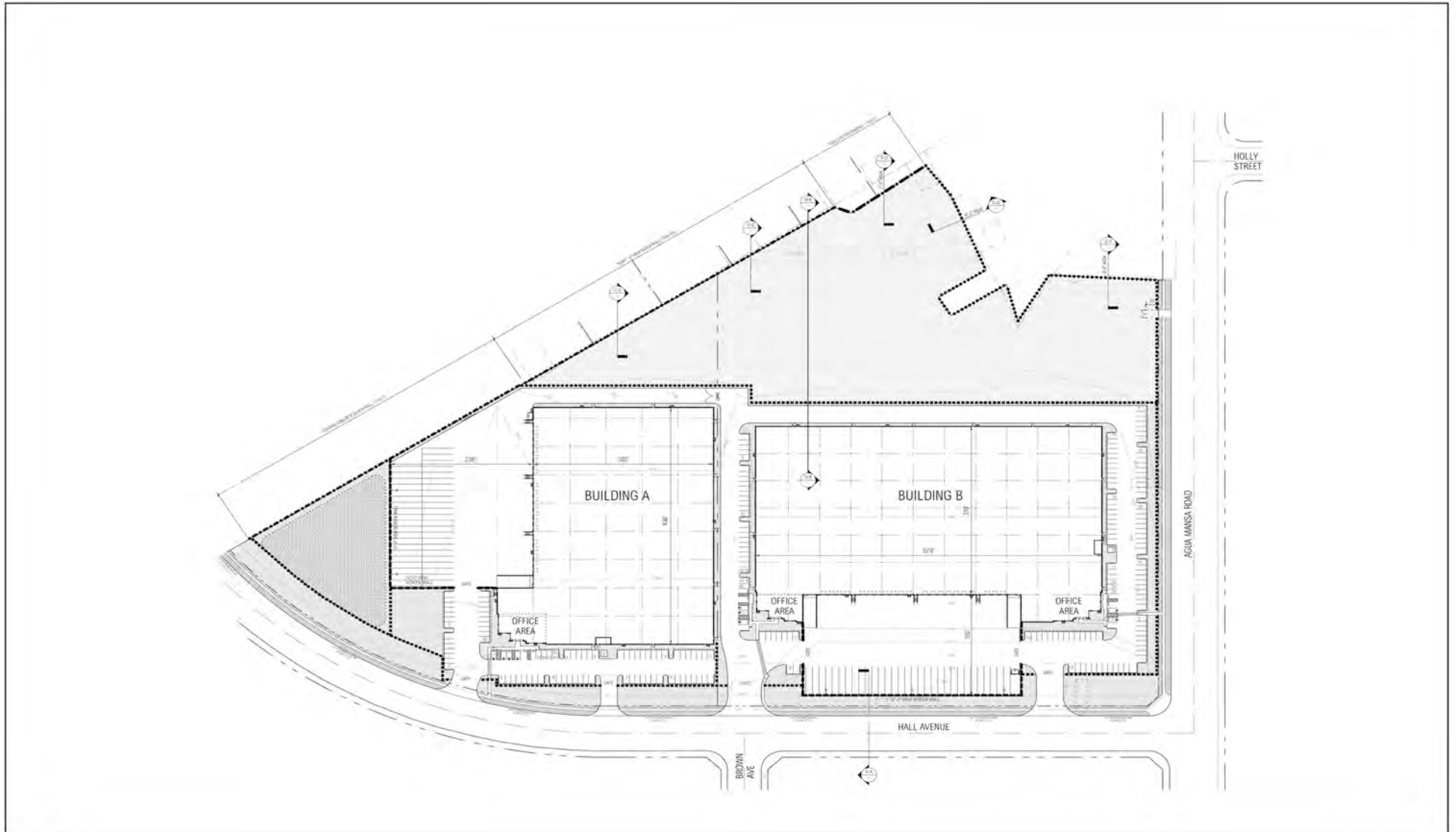
LSA



SOURCE: ESRI Streetmap, 2013; Bing Map, 2015.

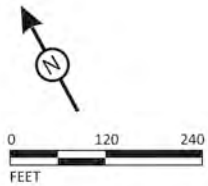
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*Agua Mansa Industrial  
Traffic Impact Analysis*  
Regional and Project Location



LSA

FIGURE 1-2



SOURCE: The Carson Companies; August, 2019  
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*Agua Mansa Industrial  
 Traffic Impact Analysis  
 Conceptual Site Plan*

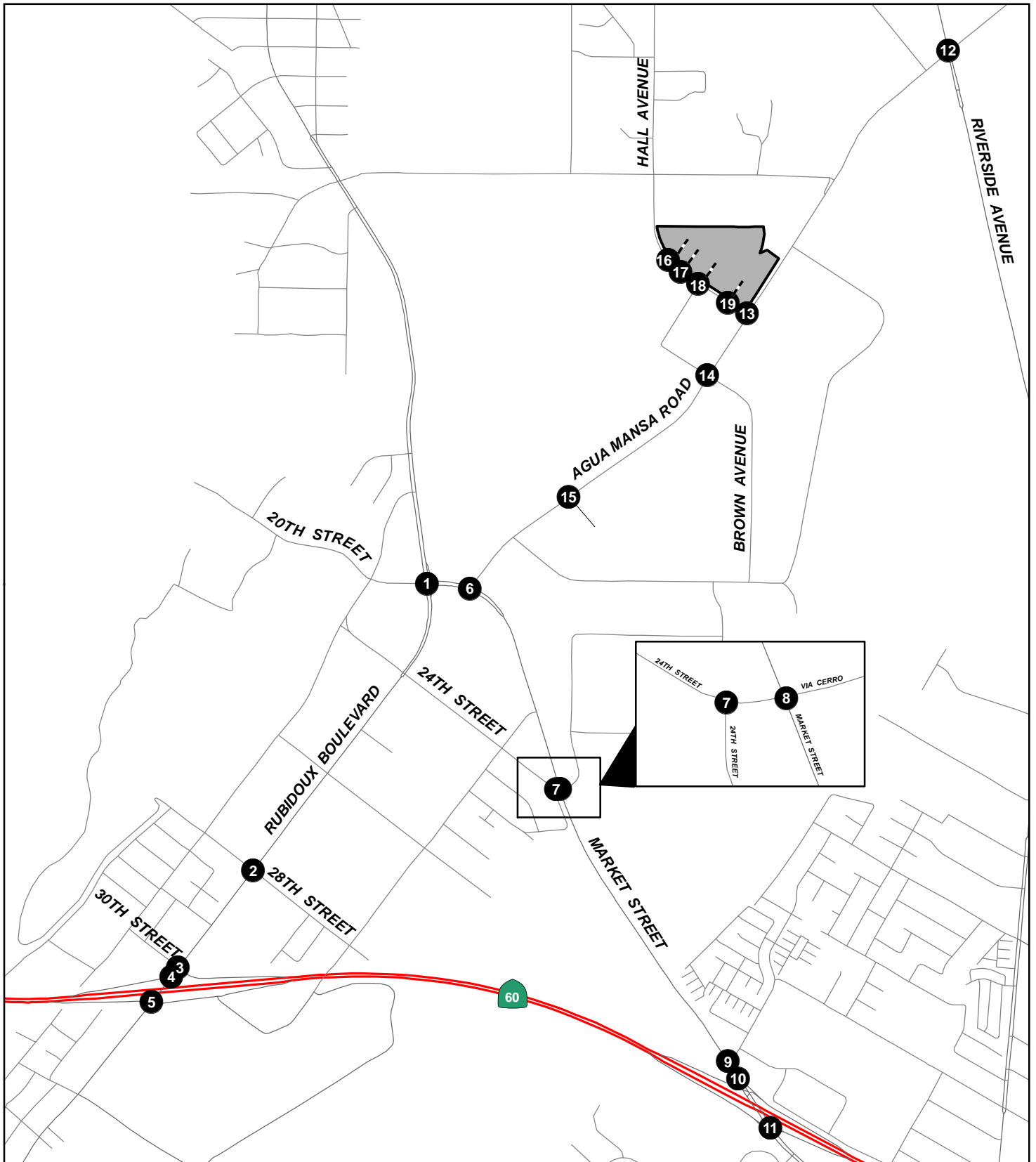
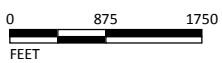


FIGURE 1-3

LSA

LEGEND

- Project Site
- Project Driveway



SOURCE: ESRI Streetmap, 2013.

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*Agua Mansa Industrial  
Traffic Impact Analysis  
Study Area Intersections*

## 2.0 ANALYSIS METHODOLOGY

### 2.1 LEVEL OF SERVICE DEFINITIONS

Roadway operations and the relationship between capacity and traffic volumes are generally expressed in terms of levels of service (which are defined using the letter grades A through F). These levels recognize that, while an absolute limit exists as to the amount of traffic traveling through a given intersection (the absolute capacity), the conditions that motorists experience rapidly deteriorate as traffic approaches the absolute capacity. Under such conditions, congestion is experienced. There is general instability in the traffic flow, which means that relatively small incidents (e.g., momentary engine stall) can cause considerable fluctuations in speeds and delays. This near-capacity situation is labeled Level of Service (LOS) E. Beyond LOS E, capacity has been exceeded, and arriving traffic will exceed the ability of the intersection to accommodate it. An upstream queue will then form and continue to expand in length until the demand volume again declines.

A complete description of the meaning of level of service can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual* (HCM). The HCM establishes levels of service A through F for intersections and roadways as shown in Tables 2-A and 2-B, respectively.

For all study area intersections, HCM 6 analysis methodologies were used to determine intersection levels of service. Intersection LOS was calculated using Synchro 10 software, which uses the HCM 6 methodologies. Table 2-C shows the level of service criteria for unsignalized and signalized intersections.

Tables 2-D, 2-E, and 2-F summarize the LOS criteria used to evaluate roadway segments based on the daily capacity for each functional classification as per the City of Jurupa Valley *Draft General Plan* (adopted September 2017), City of Riverside *Traffic Impact Analysis Preparation Guide* (dated December 2017), and the City of Rialto *Traffic Impact Analysis Report Guidelines and Requirements*, (dated December 2013), respectively. The daily traffic volumes represent the total vehicles (both directions) traveling on a roadway segment within 24 hours.

### 2.2 LEVEL OF SERVICE PROCEDURES AND THRESHOLDS

Study intersections and roadway segments analyzed in this report are under the jurisdiction of the cities of Jurupa Valley, Riverside, Colton, Rialto, and the County of San Bernardino. All the aforementioned jurisdictions use LOS D as its minimum level of service criteria for intersections and roadway segments.

Intersections located at freeway on-ramps and off-ramps are under the jurisdiction of Caltrans. Caltrans considers an acceptable level of service to be between LOS C and D at all intersections under its jurisdiction (delay of 45 seconds at signalized intersections and delay of 30 seconds at unsignalized intersections).

## 2.3 PROJECT SIGNIFICANCE THRESHOLD

The City does not have its own TIA preparation guidelines, but follows the Riverside County TIA Guidelines. As stated in the guidelines, a significant project impact occurs under the following conditions:

- a) If the pre-project condition is at or better than the minimum acceptable LOS (D) and the addition of project trips results in unacceptable LOS (E or F), a significant impact is forecast to occur.
- b) If the pre-project condition is LOS E or F and the project adds to the deficiency, then a significant impact is forecast to occur.

For the City of Colton, City of Riverside, and County of San Bernardino, a significant project impact occurs if addition of project traffic causes the intersection LOS to exceed the minimum acceptable LOS of D or when the project contributes to an existing deficiency.

For the City of Rialto, a significant project impact occurs at a study intersection when the peak hour LOS falls below the city's LOS standard of D, to E or F, when the project contributes to an existing or forecast deficiency, or when implementation of the project causes the peak hour delay increases as follows:

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

For Caltrans facilities, Caltrans does not have significant project impact criteria for study intersections. Therefore, a significant project impact occurs when a project causes an unsatisfactory condition (deteriorate from LOS A through D to E or F for intersections) or when the project contributes to an existing deficiency.

Roadway segment analysis has been included in this analysis based on request from City staff for disclosure purposes only. The City does not consider impacts at roadway segments to be significant under CEQA. Also, increasing roadway capacity could lead to induced travel effects which conflicts with Public Resources Code 21099.

## 2.4 LIST OF CHAPTER 2.0 TABLES

- Table 2-A: Intersection Level of Service Definitions
- Table 2-B: Roadway Segments Level of Service Definitions
- Table 2-C: Level of Service Criteria for Unsignalized and Signalized Intersections

- 
- Table 2-D: Roadway Segment Capacity and Levels of Service (City of Jurupa Valley)
  - Table 2-E: Roadway Segment Capacity and Levels of Service (City of Riverside)
  - Table 2-F: Roadway Segment Capacity and Levels of Service (City of Rialto)



**Table 2-A: Intersection Level of Service Definitions**

LOS	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.
D	This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

**Table 2-B: Roadway Segments Level of Service Definitions**

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

**Table 2-C: Level of Service Criteria for Unsignalized and Signalized Intersections**

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

**Table 2-D: Roadway Segment Capacity and Levels of Service (City of Jurupa Valley)**

Functional Classification	Number of Lanes	Maximum Two-Way Traffic Volume (ADT)		
		Service Level C	Service Level D	Service Level E
Collector Street	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial	4	28,700	32,300	35,900
Urban Arterial	4	28,700	32,300	35,900
Urban Arterial	6	43,100	48,500	53,900
Urban Arterial	8	57,400	64,600	71,800
Expressway	6	49,000	55,200	61,300

Source: City of Jurupa Valley *Draft 2017 General Plan*, April 2017

**Table 2-E: Roadway Segment Capacity and Levels of Service (City of Riverside)**

Functional Classification	Number of Lanes	Two-Way Traffic Volume (ADT)		
		Service Level C	Service Level D	Service Level E
Local	2	2,500–2,799	2,800–3,099	3,100 +
Collector (66' or 80')	2	9,900–11,199	11,200–12,499	12,500 +
Arterial	2	14,400–16,199	16,200–17,999	18,000 +
Arterial (88')	4	16,800–19,399	19,400–21,999	22,000 +
Arterial (100')	4	26,200–29,599	29,600–32,999	33,000 +
Arterial (120')	6	38,700–44,099	44,100–49,499	49,500 +
Arterial (144')	8	50,600–57,799	57,800–64,999	65,500 +

Source: City of Riverside *Traffic Impact Analysis Preparation Guide*, December 2017

**Table 2-F: Roadway Segment Capacity and Levels of Service (City of Rialto)**

Functional Classification	Number of Lanes	Two-Way Traffic Volume (ADT)		
		Service Level C	Service Level D	Service Level E
Local	2	2,500–2,799	2,800–3,099	3,100 +
Collector (60' or 64')	2	9,900–11,199	11,200–12,499	12,500 +
Industrial (45')	2	9,900–11,199	11,200–12,499	12,500 +
Arterial	2	14,400–16,199	16,200–17,999	18,000 +
Secondary Highway	4	16,900–19,399	19,400–21,999	22,000 +
Modified Arterial (100')	4	26,200–29,599	29,600–32,999	33,000 +
Arterial (120')	6	38,700–44,099	44,100–49,499	49,500 +

Source: City of Rialto *Traffic Impact Analysis Report Guidelines and Requirements*, December 2013

## 3.0 CIRCULATION NETWORK SETTING

### 3.1 EXISTING CIRCULATION NETWORK

Figure 3-1 illustrates the existing study intersection geometrics and stop control. Figure 3-2 illustrates the existing with project study intersection geometrics and traffic control. Within the City of Jurupa Valley, all major roadways are classified based on the *City of Jurupa Valley General Plan*, dated April 2017. Figure 3-3 shows roadway classifications as contained in the City's General Plan. Following is a brief description of major roadways within the TIA study area:

- **Rubidoux Boulevard:** Based on the City's General Plan, Rubidoux Boulevard is classified as a major roadway with a right-of-way width up to 118 feet. Within the study area, Rubidoux Boulevard currently has four lanes. There are sidewalks along Rubidoux Boulevard south of 24th Street within the study area. The Riverside Transit Agency (RTA) Route 29 transit route runs along Rubidoux Boulevard from Market Street to Tilton Avenue.
- **Market Street:** Based on the City's General Plan, Market Street is classified as a major roadway with a right-of-way width up to 118 feet. Within the study area, Market Street currently has four lanes between Rubidoux Boulevard and Agua Mansa Road. Market Street narrows down to two lanes from Agua Mansa Road to just west of Rivera Street in the city of Riverside and widens back up to four lanes past Rivera Street. It should be noted that Market Street between Rubidoux Boulevard and Rivera Street is classified as a 4-lane Secondary arterial, with fully funded segment widening from 2 to 4 lanes between Via Cerro and Rivera Street intersections that is environmentally cleared and is currently at PS&E phase. It is anticipated that this improvement will be implemented prior to the completion of the project. Therefore, this improvement has been considered in place under project opening year and cumulative conditions. There are no sidewalks throughout Market Street within the City boundaries. The Riverside Transit Agency (RTA) Route 29 transit route runs along Market Street from Rubidoux Boulevard downtown Riverside.
- **Agua Mansa Road:** Based on the City's General Plan, Agua Mansa Road is classified as a secondary roadway with a right-of-way width up to 100 feet. Agua Mansa Road has two lanes from Market Street to Wilson Street and widens to three lanes between Wilson Street and Brown Avenue. Agua Mansa Road then widens up to four lanes from Brown Avenue to Holly Street, and narrows back down to two lanes from Holly Street to the City boundary. From the City boundary to Riverside Avenue, Agua Mansa widens back up to four lanes again. There are sidewalks along Agua Mansa Road between Wilson Street and Hall Avenue. There are no bus routes along Agua Mansa Road.
- **Hall Avenue:** Based on the City's General Plan, Hall Avenue is classified as a local roadway. Hall Avenue has four lanes throughout the study area. There is a sidewalk along the southern portion of Hall Avenue. There are no bus routes along Hall Avenue.

## 3.2 CITY OF JURUPA VALLEY MODES OF TRANSPORTATION

The City of Jurupa Valley considers all modes of transportation to improve mobility around the region. Figure 3-4 illustrates the existing pedestrian sidewalk network around the City. Figure 3-5 illustrates the existing transit routes and commuter rail service that serve Jurupa Valley.

## 3.3 LIST OF CHAPTER 3.0 FIGURES AND TABLES

- Figure 3-1: Existing Study Intersection Geometrics and Traffic Control
- Figure 3-2: Existing with Project Study Intersection Geometrics and Traffic Control
- Figure 3-3: City of Jurupa Valley Street Classifications
- Figure 3-4: City of Jurupa Valley Existing Sidewalks
- Figure 3-5: City of Jurupa Valley Transit Routes and Commuter Rail
- Table 3-A: Existing Roadway Segment Classification

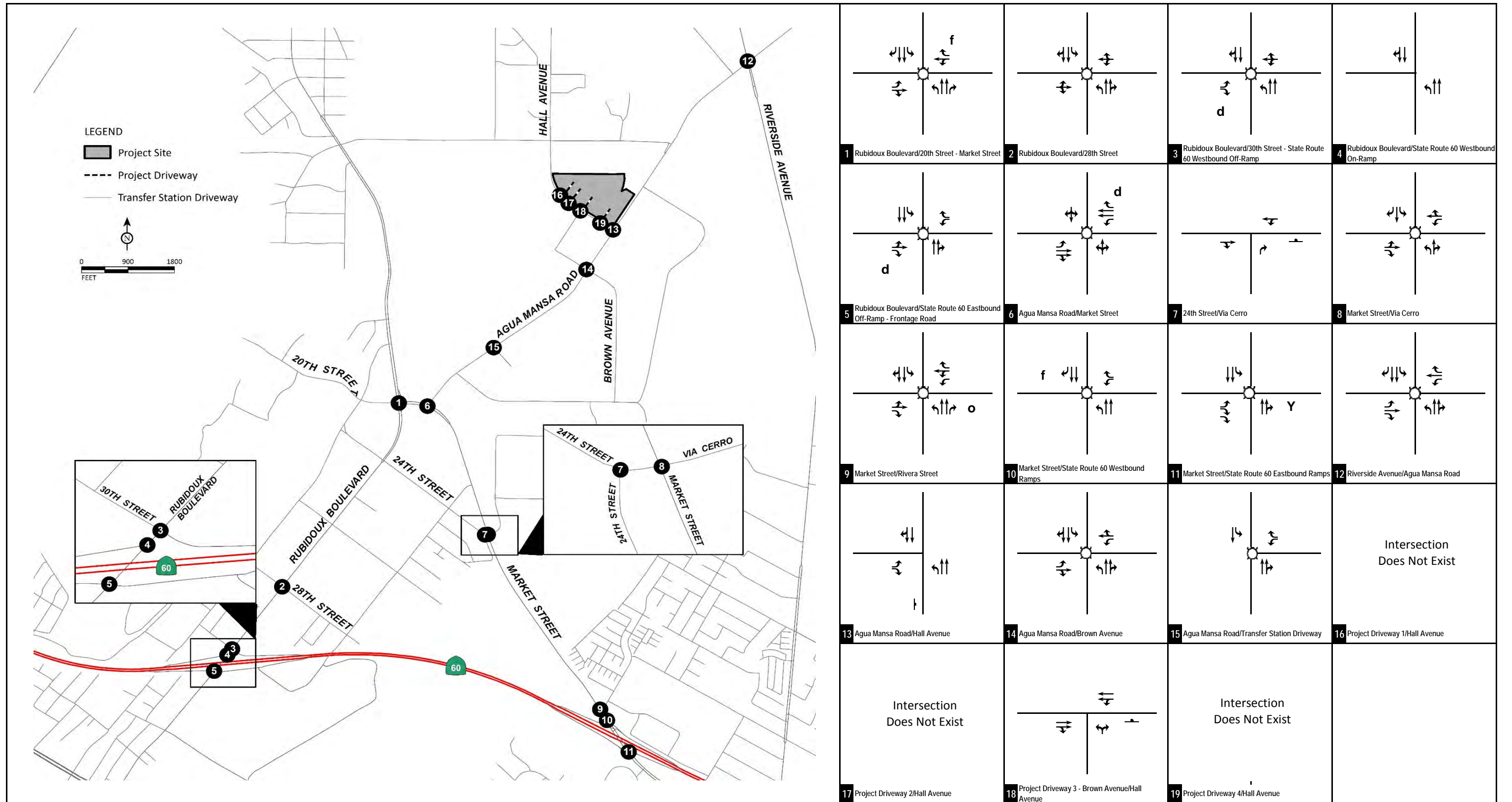


FIGURE 3-1

LSA

**Legend**

- Signal
- Stop Sign
- Defacto right turn
- f Free right-turn
- o Right-turn overlap
- Y Yield
- Project Driveway

Agua Mansa Industrial  
Traffic Impact Analysis

Existing Study Intersection Geometrics and Traffic Control

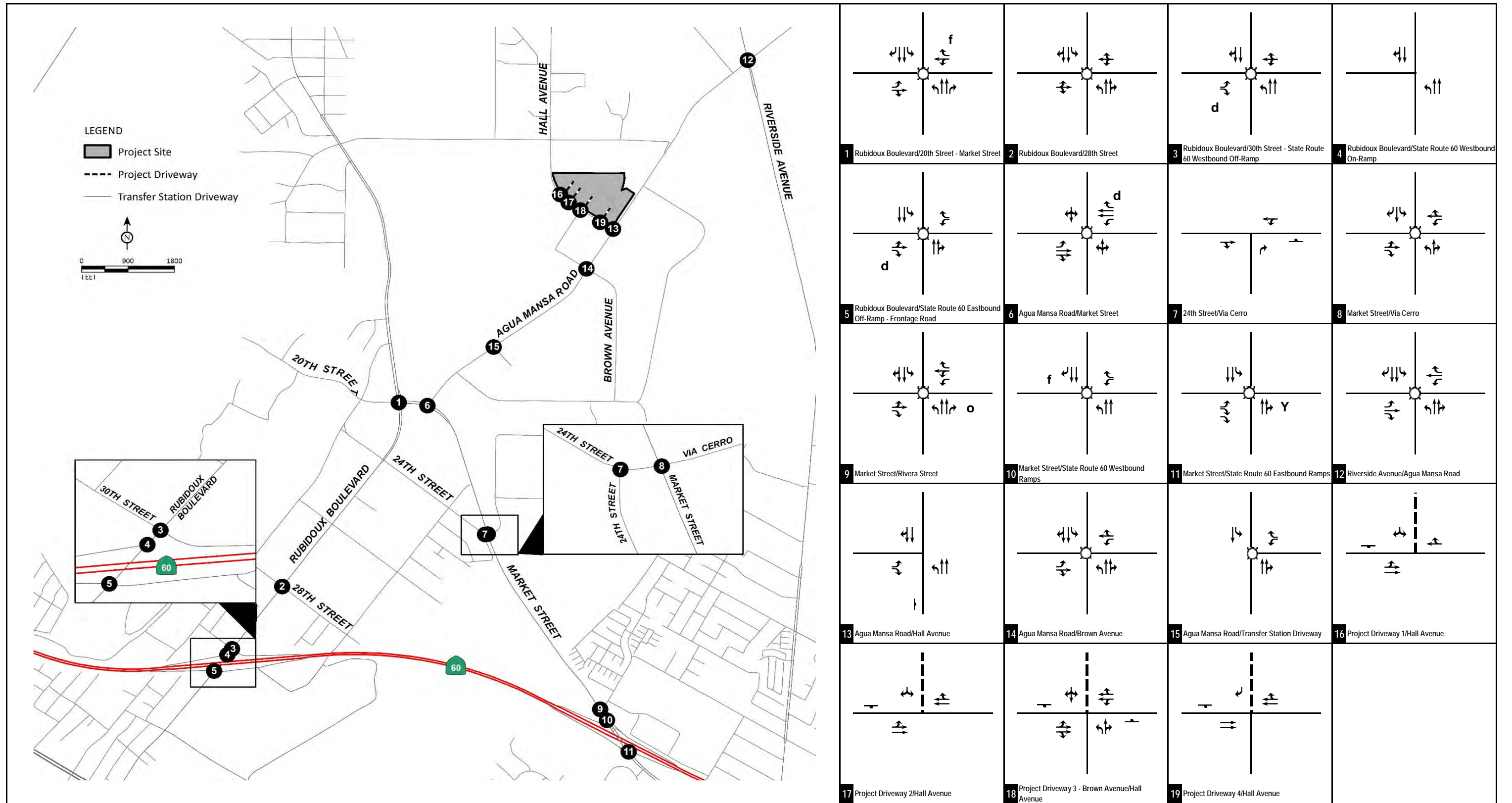


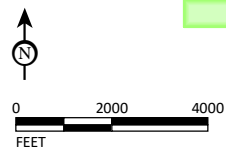
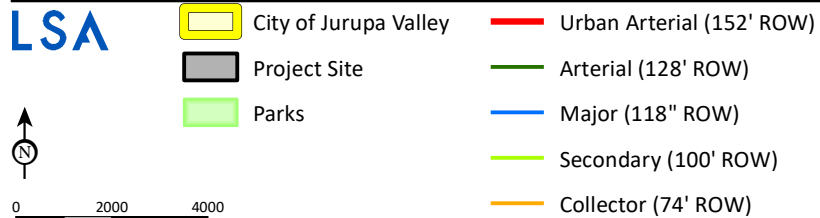
FIGURE 3-2

LSA

- Legend
- ☉ Signal
  - ⊥ Stop Sign
  - d Defacto right turn
  - f Free right-turn
  - Right-turn overlap
  - Y Yield
  - Project Driveway

Agua Mansa Industrial  
Traffic Impact Analysis

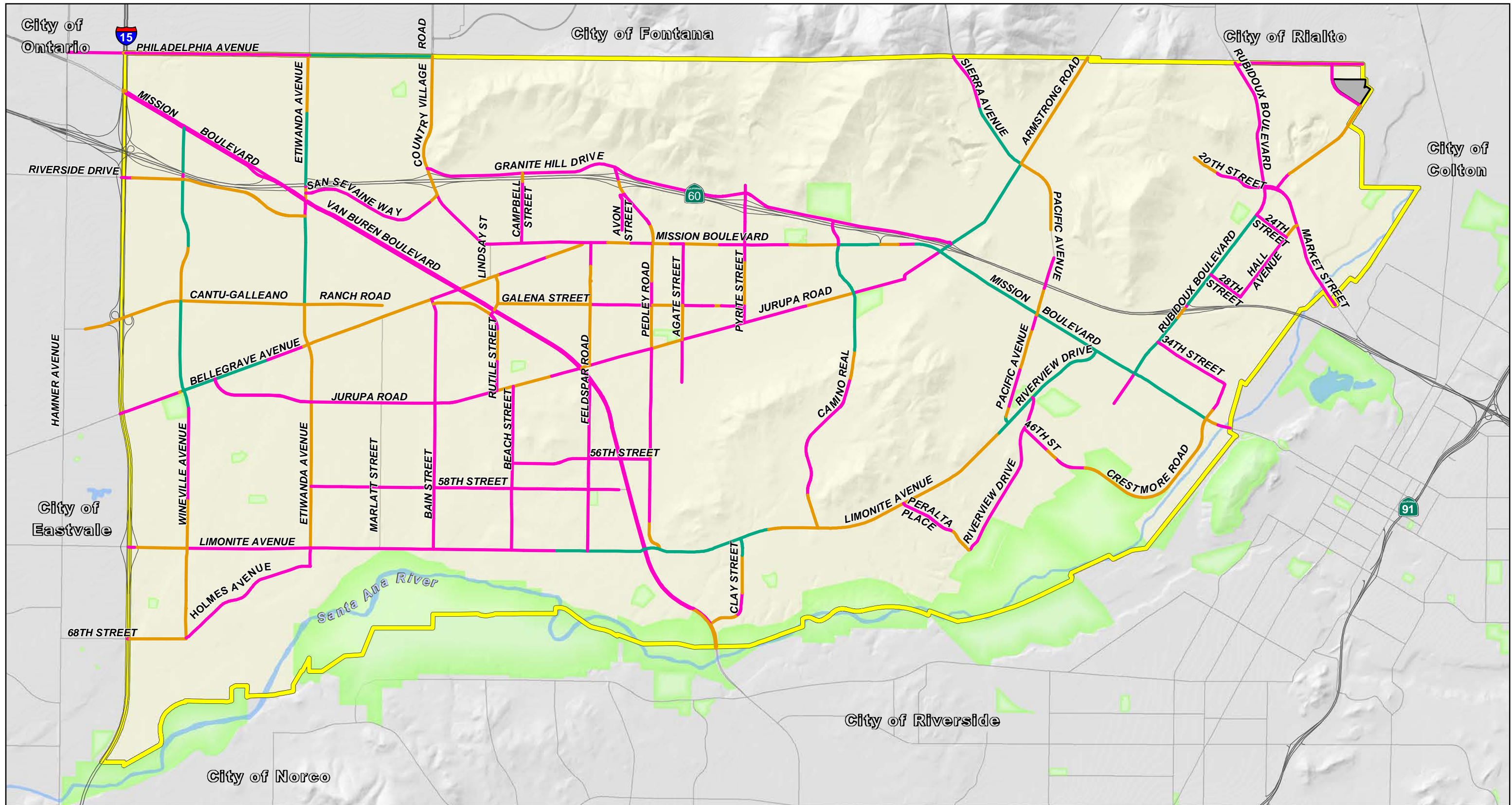
Existing with Project Study Intersection Geometrics and Traffic Control



SOURCE: City of Jurupa Valley 2017 Draft General Plan  
 I:\CRN1801\Reports\Traffic\fig3-3\_RdwyClassification.mxd (2/14/2020)

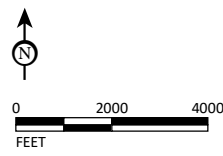
FIGURE 3-3





LSA

- City of Jurupa Valley
- Project Site
- Parks
- Sidewalks on Both Sides
- Sidewalks on One Side
- No Existing Sidewalks



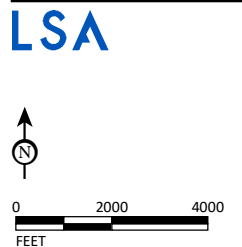
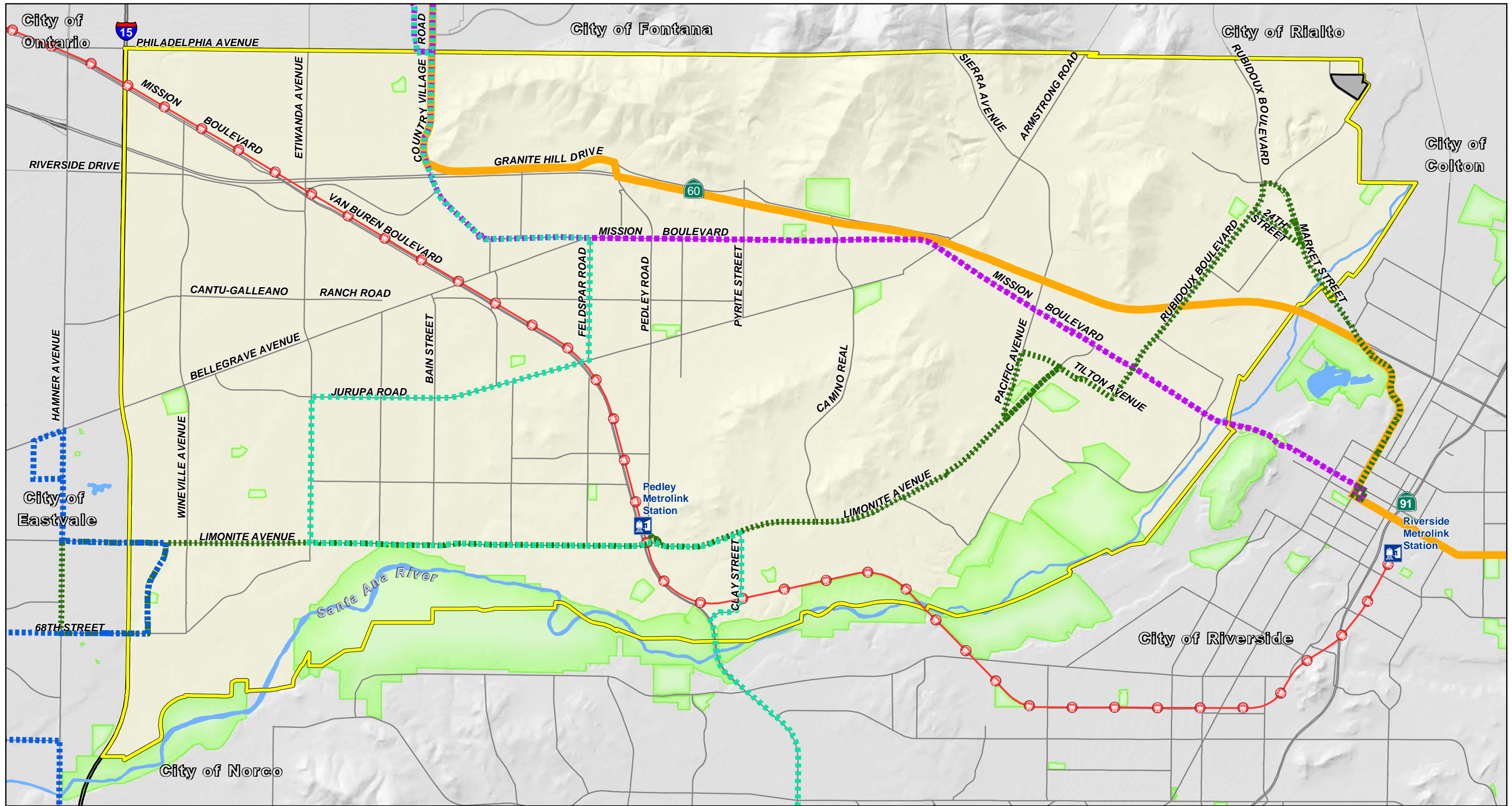
SOURCE: City of Jurupa Valley 2017 Draft General Plan

I:\CRN1801\Reports\Traffic\fig3-4\_Sidewalks.mxd (2/14/2020)

FIGURE 3-4

Agua Mansa Industrial  
Traffic Impact Analysis

City of Jurupa Valley Existing Sidewalks



- |                       |                |                           |
|-----------------------|----------------|---------------------------|
| City of Jurupa Valley | Transit Routes | Route 49                  |
| Project Site          | Route 3        | Route 204                 |
| Parks                 | Route 21       | Metrolink Riverside Route |
| Metrolink Station     | Route 29       |                           |

FIGURE 3-5

Table 3-A - Roadway Segment Classification

Roadway	#	Segment	Existing Condition Number of Lanes	Jurisdiction	Functional Classification <sup>2</sup>
Rubidoux Boulevard	1	Rubidoux Boulevard, between Market Street and 28th Street	4	City of Jurupa Valley	4 Lane Major
	2	Rubidoux Boulevard, between 28th Street and 30th Street - SR-60 Westbound Off-	4	City of Jurupa Valley	4 Lane Major
Market Street	3	Market Street, between Rubidoux Boulevard and Agua Mansa Road	4	City of Jurupa Valley	4 Lane Secondary
	4	Market Street, between Agua Mansa Road and Via Cerro	2	City of Jurupa Valley	2 Lane Secondary
	5	Market Street, between Via Cerro and Rivera Street	2	City of Jurupa Valley, City of Riverside	2 Lane Secondary (City of Jurupa Valley), 2 Lane 100 feet Arterial (City of Riverside)
	6	Market Street, between Rivera Street and SR-60 Westbound Ramps	4	City of Riverside	4 Lane 100 feet Arterial
Agua Mansa	7	Agua Mansa Road, between Riverside Avenue and Hall Avenue <sup>1</sup>	2/4	City of Rialto	2/4 Lane Major Arterial
	8	Agua Mansa Road, between Hall Avenue and Brown Avenue	4	City of Jurupa Valley	4 Lane Secondary
	9	Agua Mansa Road, between Brown Avenue and Wilson Street	3	City of Jurupa Valley	3 Lane Secondary
	10	Agua Mansa Road, between Wilson Street and Market Street	2	City of Jurupa Valley	2 Lane Secondary

Notes:

<sup>1</sup>This segment is partly a two-lane road and partly a four-lane road.

<sup>2</sup>For segment 6, the functional classification has been obtained from the City of Riverside General Plan 2025, dated November 2007. For segment 7, the functional classification has been obtained from the City of Rialto General Plan, dated December 2010. Functional classifications for all other segments have been obtained from the City of Jurupa Valley Draft 2017 General Plan, dated April 2017. Segment 5 falls partly within the City of Jurupa Valley and partly within the City of Riverside. Hence, different functional classifications have been considered for the two parts based on the respective jurisdictions.

## 4.0 TRAFFIC VOLUMES WITHOUT PROJECT SCENARIOS

### 4.1 EXISTING TRAFFIC VOLUMES

For all intersections and roadway segments, existing traffic volumes are based on counts collected by Counts Unlimited in October 2018. Daily tube counts were collected for roadway segments while a.m. and p.m. peak hour turning movement counts were collected at study intersections. Detailed count sheets are included in Appendix B.

Vehicle classification counts were conducted at the following intersections:

- Rubidoux Boulevard/20th Street – Market Street;
- Rubidoux Boulevard/30th Street – SR-60 Westbound Off-Ramp;
- Rubidoux Boulevard/SR-60 Westbound On-Ramp;
- Rubidoux Boulevard/SR-60 Eastbound Off-Ramp – Frontage Road;
- Agua Mansa Road/Market Street;
- Market Street/Via Cierro;
- Market Street/SR-60 Westbound Ramps;
- Market Street/SR-60 Eastbound Ramps;
- Riverside Avenue/Agua Mansa Road;
- Agua Mansa Road/Hall Avenue;
- Agua Mansa Road/Brown Avenue; and
- Project Driveway 3 – Brown Avenue/Hall Avenue.

At these locations, counts were converted to Passenger Car Equivalent (PCE) volumes. The concept of PCEs accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection in the same time that a particular type of truck could. PCE volumes at study intersections were computed using a factor of 1.5 for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for trucks with four or more axles.

The percentage of trucks at the remaining study intersections without classification counts was determined based on truck percentages derived from adjacent intersections with classification counts. At these locations, truck PCE volumes were computed using a PCE factor of 2.0 for all trucks, consistent with the HCM 6 methodologies.

Figure 4-1 illustrates existing peak hour PCE traffic volumes at study intersections. Table 4-A summarizes the existing roadway segment daily traffic volumes.

## 4.2 PROJECT COMPLETION YEAR (2022) TRAFFIC VOLUMES

As approved during the City's scoping agreement process (Appendix A), traffic volumes for project completion year (2022) without project conditions were developed by applying a 2.0 percent per annum growth rate to the existing without project traffic volumes. This methodology was applied to both study intersections and roadway segments.

Figure 4-2 illustrates peak hour PCE traffic volumes at study intersections for project completion year (2022) without project conditions. Table 4-B summarizes the project completion year roadway segment daily traffic volumes.

## 4.3 CUMULATIVE (2022) TRAFFIC VOLUMES

Information concerning cumulative projects in the vicinity of the proposed project was obtained from the City of Jurupa Valley website as well as from adjacent jurisdictions (Cities of Rialto, Colton, Fontana, Riverside, and the County of San Bernardino). Figure 4-3 illustrates the cumulative project locations.

The trip generation for cumulative projects was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10<sup>th</sup> Edition, and from traffic studies of cumulative projects. Table 4-C lists the cumulative projects included in this analysis and shows the cumulative projects are expected to generate 8,136 a.m. peak hour trips, 9,636 p.m. peak hour trips, and 109,535 daily trips.

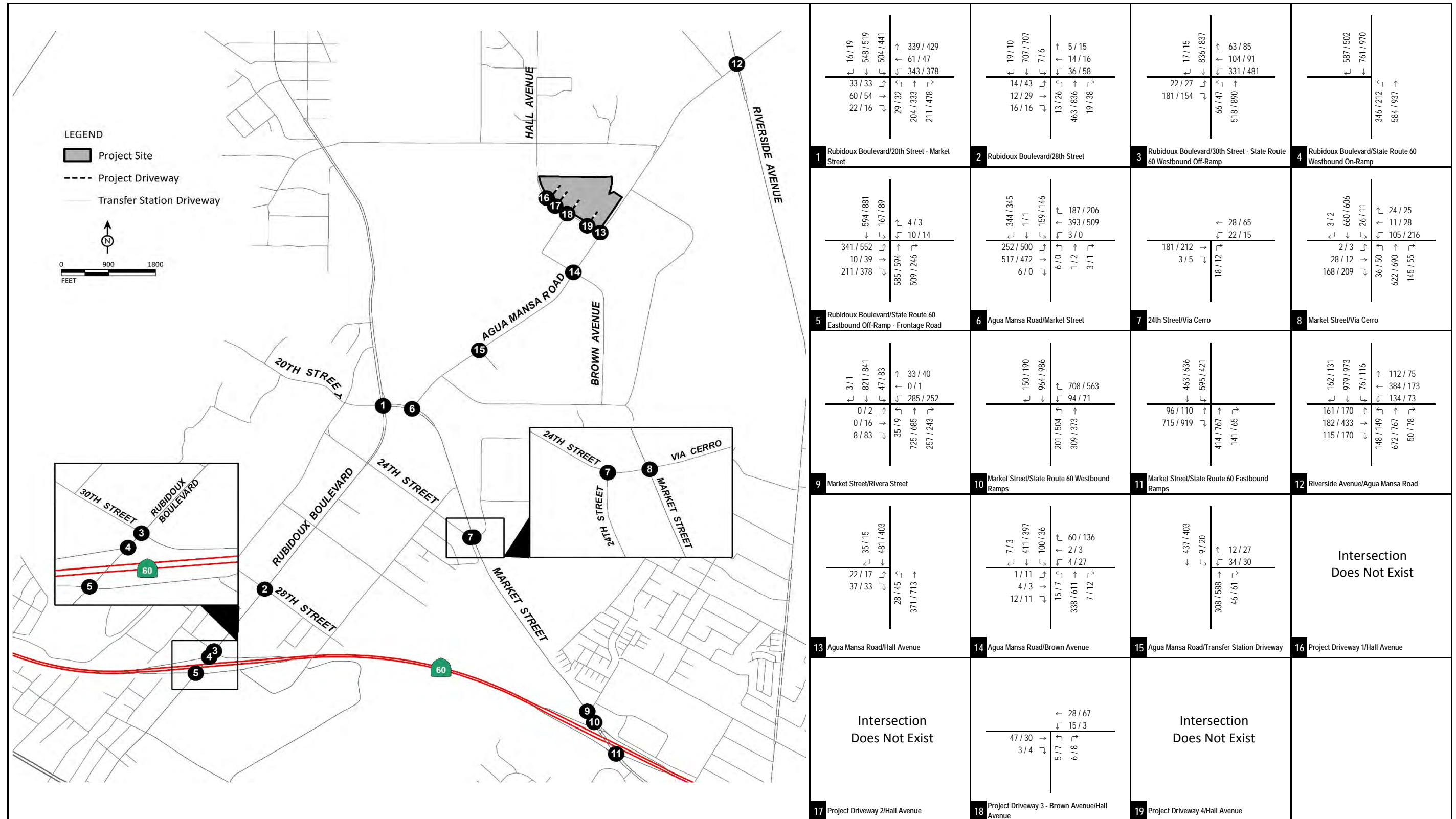
Cumulative project trips were added to the project completion year (2022) traffic volumes to develop cumulative (2022) traffic volumes for intersections and roadway segments. Project trips for these cumulative projects were assigned to the roadway network based on their locations in relation to surrounding land uses and regional arterials. Figure 4-4 illustrates the total peak hour cumulative project trip assignment at study area intersections. Figure 4-5 illustrates the peak hour traffic volumes at study intersections under cumulative (2022) conditions. Table 4-D summarizes the cumulative (2022) roadway segment daily traffic volumes.

Detailed volume development worksheets are included in Appendix C.

## 4.4 LIST OF CHAPTER 4.0 FIGURES AND TABLES

- Figure 4-1: Existing Peak Hour Traffic Volumes
- Figure 4-2: Project Completion Year (2022) Peak Hour Traffic Volumes
- Figure 4-3: Cumulative Project Locations
- Figure 4-4: Cumulative Projects Trip Assignment
- Figure 4-5: Cumulative (2022) Peak Hour Traffic Volumes
- Table 4-A: Existing Daily Traffic Volumes
- Table 4-B: Project Completion Year (2022) Daily Traffic Volumes
- Table 4-C: Cumulative Project Trip Generation

- Table 4-D: Cumulative (2022) Daily Traffic Volumes



LSA

XXX / YYY  
AM / PM Peak Hour PCE Volumes

---- Project Driveway

FIGURE 4-1

Agua Mansa Industrial  
Traffic Impact Analysis

Existing Peak Hour Traffic Volumes

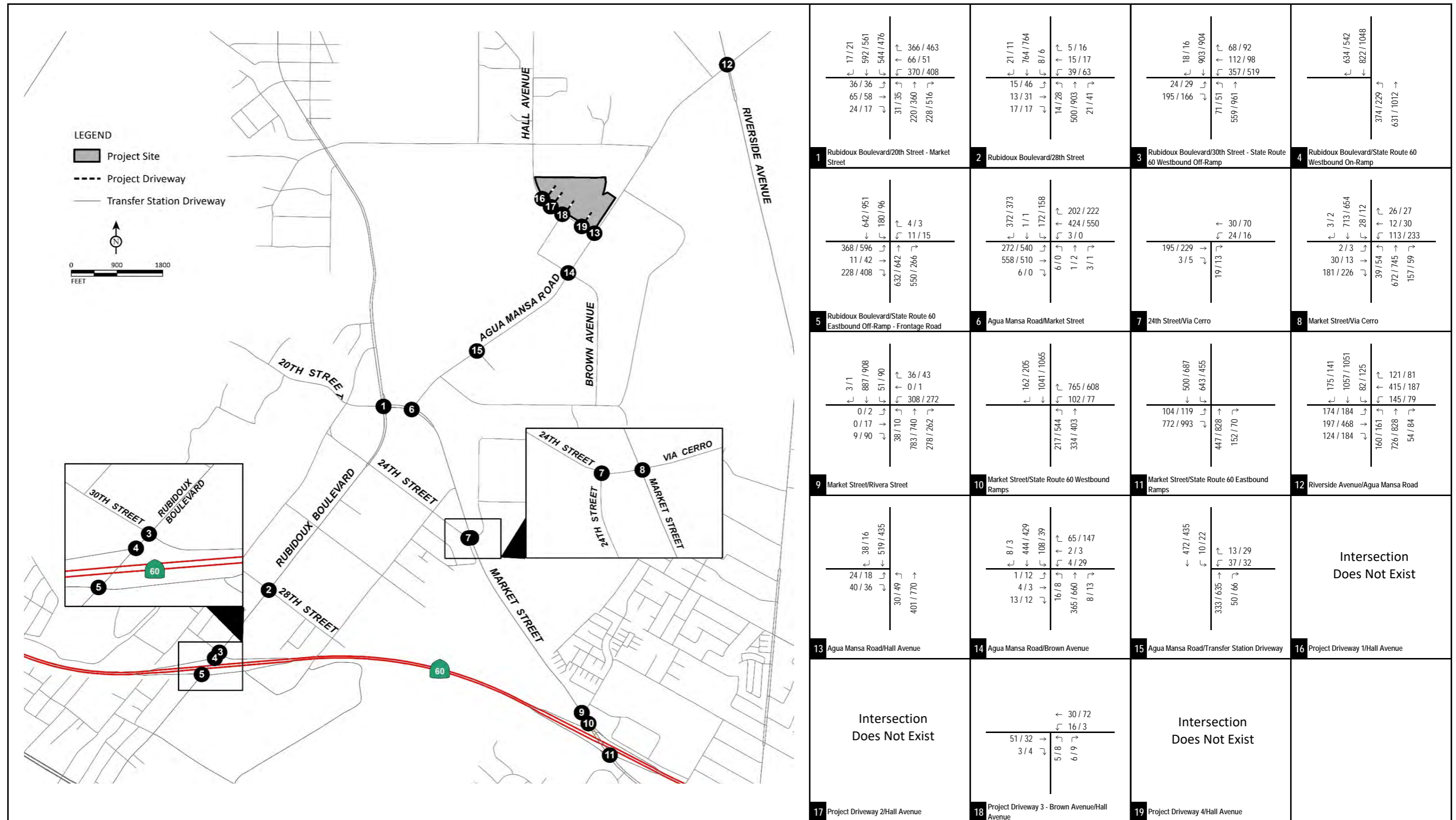


FIGURE 4-2

LSA

XXXX / YYYY

---- Project Driveway

AM / PM Peak Hour PCE Volumes

Agua Mansa Industrial  
Traffic Impact Analysis

Project Completion Year (2022) Peak Hour Traffic Volumes

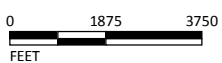




LSA

LEGEND

- Project Site
- Cumulative Project



SOURCE: ESRI Streetmap, 2013; Bing Aerial, 2015.

I:\CRN1801\Reports\Traffic\fig4-3\_Cumulative\_ProjLoc.mxd (4/25/2019)

FIGURE 4-3

*Agua Mansa Industrial  
Traffic Impact Analysis*  
Cumulative Project Locations

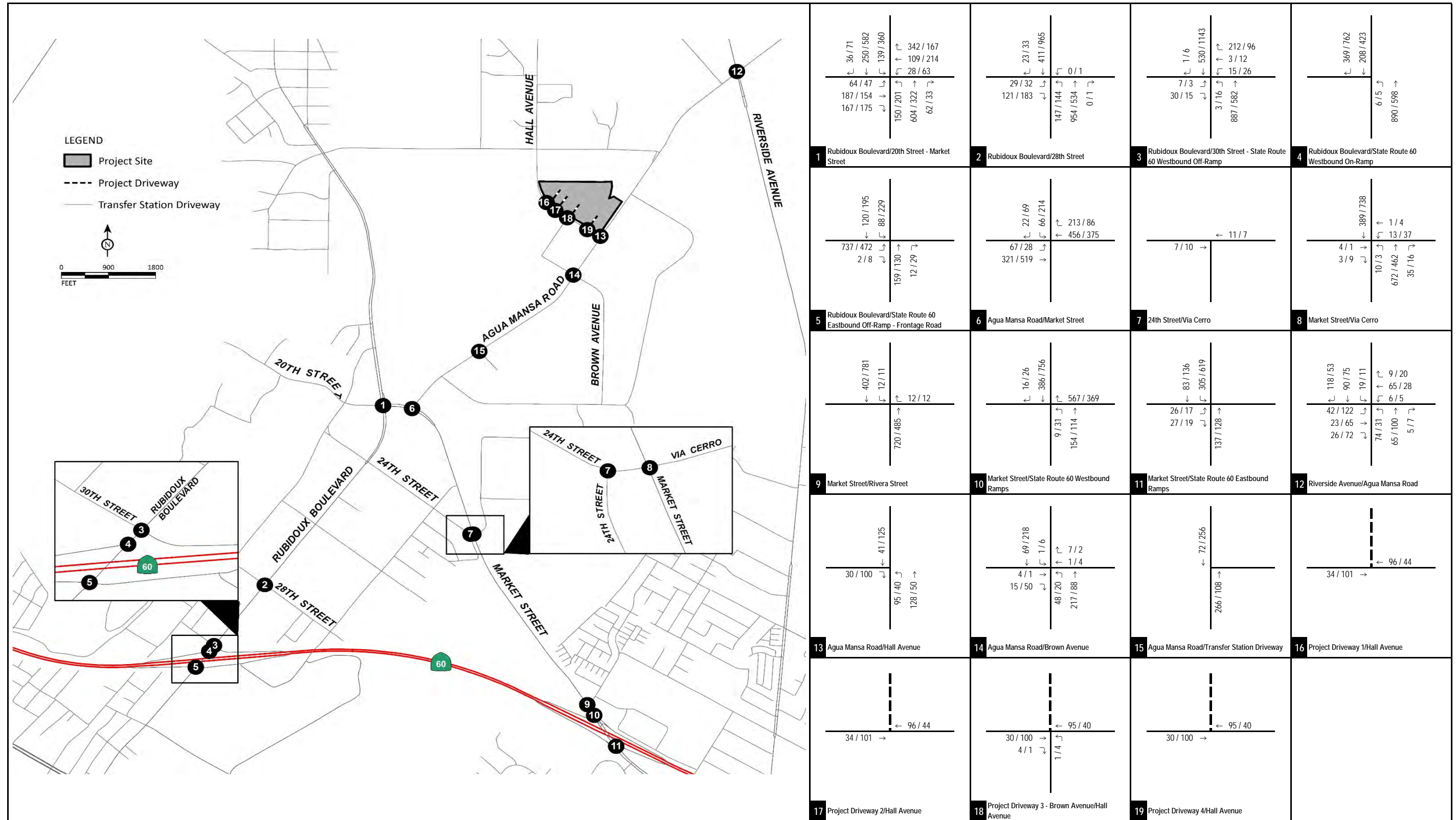


FIGURE 4-4

LSA

XXX / YYY

AM / PM Peak Hour PCE Volumes

---- Project Driveway

Agua Mansa Industrial  
Traffic Impact Analysis

Cumulative Project Trip Assignment

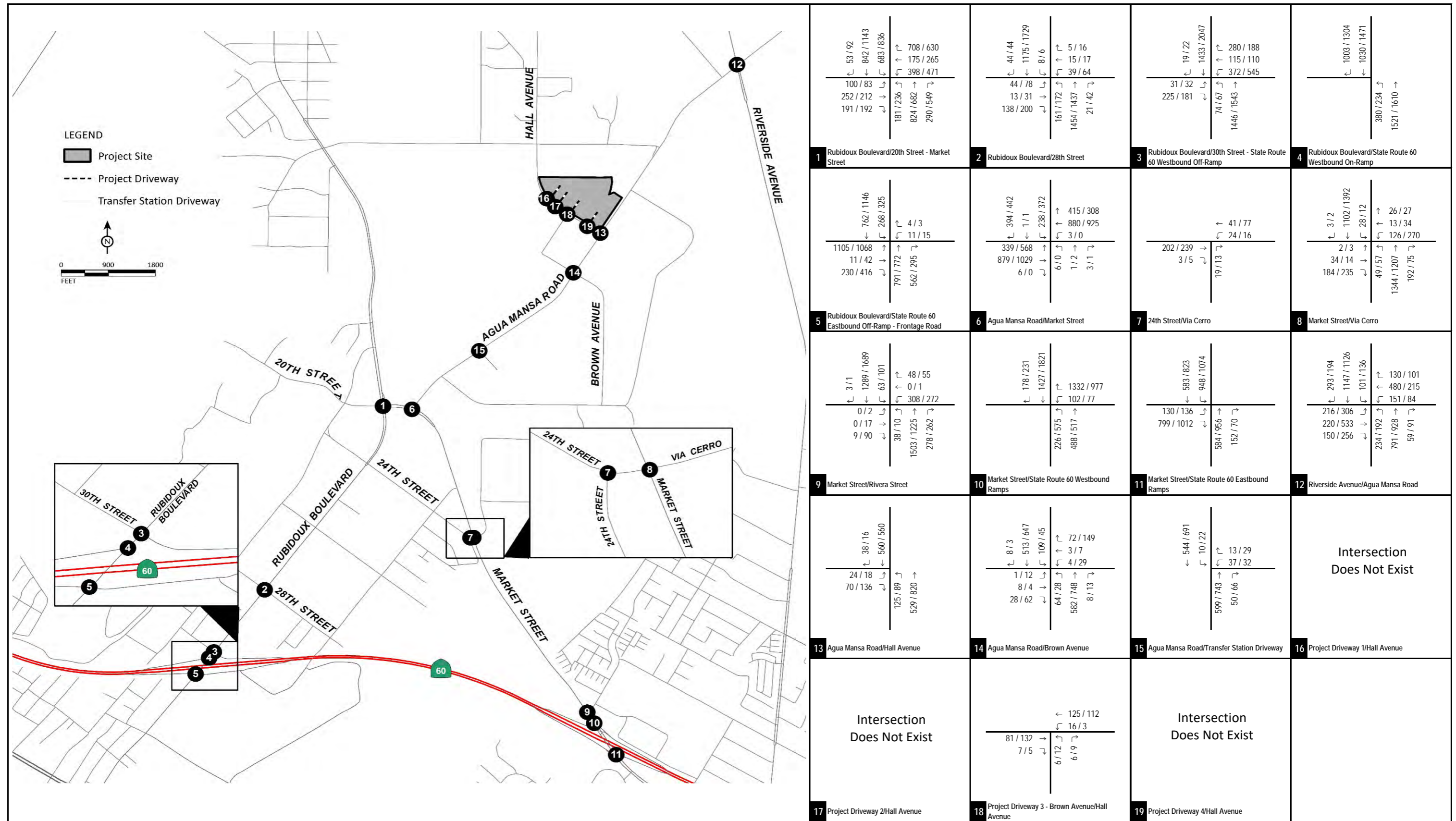


FIGURE 4-5

LSA

XXXX / YYYY

---- Project Driveway

AM / PM Peak Hour PCE Volumes

Agua Mansa Industrial  
Traffic Impact Analysis

Cumulative (2022) Peak Hour Traffic Volumes

Table 4-A - Existing Daily Traffic Volumes

Roadway	#	Segment	Existing ADT	Project Trips	Existing With Project ADT
Rubidoux Boulevard	1	Rubidoux Boulevard, between Market Street and 28th Street	19,537	461	19,998
	2	Rubidoux Boulevard, between 28th Street and 30th Street - SR-60 Westbound Off-Ramp	22,049	461	22,510
Market Street	3	Market Street, between Rubidoux Boulevard and Agua Mansa Road	21,924	463	22,387
	4	Market Street, between Agua Mansa Road and Via Cerro	16,573	409	16,982
	5	Market Street, between Via Cerro and Rivera Street	21,965	357	22,322
	6	Market Street, between Rivera Street and SR-60 Westbound Ramps	29,031	305	29,336
Agua Mansa Road	7	Agua Mansa Road, between Riverside Avenue and Hall Avenue	13,448	188	13,636
	8	Agua Mansa Road, between Hall Avenue and Brown Avenue	11,948	574	12,522
	9	Agua Mansa Road, between Brown Avenue and Wilson Street	10,362	869	11,231
	10	Agua Mansa Road, between Wilson Street and Market Street	12,952	869	13,821

Table 4-B - Project Completion Year (2022) Daily Traffic Volumes

Roadway	#	Segment	Existing (2018) ADT	2018 - 2022 Growth	Project Completion Year (2022) ADT	Project Trips	Project Completion Year (2022) with Project ADT
Rubidoux Boulevard	1	Rubidoux Boulevard, between Market Street and 28th Street	19,537	1,563	21,100	461	21,561
	2	Rubidoux Boulevard, between 28th Street and 30th Street - SR-60 Westbound Off-Ramp	22,049	1,764	23,813	461	24,274
Market Street	3	Market Street, between Rubidoux Boulevard and Agua Mansa Road	21,924	1,754	23,678	463	24,141
	4	Market Street, between Agua Mansa Road and Via Cerro	16,573	1,326	17,899	409	18,308
	5	Market Street, between Via Cerro and Rivera Street	21,965	1,757	23,722	357	24,079
	6	Market Street, between Rivera Street and SR-60 Westbound Ramps	29,031	2,322	31,353	305	31,658
Agua Mansa Road	7	Agua Mansa Road, between Riverside Avenue and Hall Avenue	13,448	1,076	14,524	188	14,712
	8	Agua Mansa Road, between Hall Avenue and Brown Avenue	11,948	956	12,904	574	13,478
	9	Agua Mansa Road, between Brown Avenue and Wilson Street	10,362	829	11,191	869	12,060
	10	Agua Mansa Road, between Wilson Street and Market Street	12,952	1,036	13,988	869	14,857



Table 4-C - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>1 . Tentative Tract Map 33373 (KR Land)</b>		96 DU							
	Northeast of Sierra Ave, Across from Oak Quarry Golf Club, Jurupa Valley								
	Trips/Unit <sup>1</sup>		0.19	0.56	0.74	0.62	0.37	0.99	9.44
	<b>Trip Generation</b>		<b>18</b>	<b>53</b>	<b>71</b>	<b>60</b>	<b>35</b>	<b>95</b>	<b>906</b>
<b>2 . Monarch at the Quarry</b>		86 DU							
	Northwest corner of Armstrong Rd/34th St, Jurupa Valley								
	Trips/Unit <sup>1</sup>		0.19	0.56	0.74	0.62	0.37	0.99	9.44
	<b>Trip Generation</b>		<b>16</b>	<b>48</b>	<b>64</b>	<b>54</b>	<b>32</b>	<b>86</b>	<b>812</b>
<b>3 . 99 Cents Only Store</b>		18.01 TSF							
	6316 Mission Blvd, Jurupa Valley								
	Trips/Unit <sup>2</sup>		0.81	0.36	1.17	2.42	2.42	4.83	53.12
	Trip Generation		15	7	22	43	43	86	957
	Pass-By Trips <sup>3, 4</sup>		0	0	0	(7)	(7)	(14)	(163)
	<b>Total Net Trips</b>		<b>15</b>	<b>7</b>	<b>22</b>	<b>36</b>	<b>36</b>	<b>72</b>	<b>794</b>
<b>4 . Highland Park Community</b>		398 DU							
	North of Canal St, East of Armstrong Rd, Jurupa Valley								
	Trips/Unit <sup>1</sup>		0.19	0.56	0.74	0.62	0.37	0.99	9.44
	<b>Trip Generation</b>		<b>74</b>	<b>221</b>	<b>295</b>	<b>248</b>	<b>146</b>	<b>394</b>	<b>3,757</b>
<b>5 . West Valley Logistics Center</b>		3,470.00 TSF							
	West of Locust Ave, south of Jurupa Ave, Fontana								
	Total Trip Generation		312	127	439	143	334	477	6,382
	Auto Trips		227	92	319	95	223	318	3,950
	Truck PCE Trips		227	93	320	125	299	424	6,545
	<b>Total PCE Trip Generation<sup>5</sup></b>		<b>454</b>	<b>185</b>	<b>639</b>	<b>220</b>	<b>522</b>	<b>742</b>	<b>10,495</b>
<b>6 . Rio Vista Specific Plan</b>									
	Along 20th St Extension between Sierra Ave and Rubidoux Blvd, Jurupa Valley								
	Low-Medium and Medium Density Residential	1024 DU							
	Trips/Unit <sup>1</sup>		0.19	0.56	0.74	0.62	0.37	0.99	9.44
	Trip Generation		189	568	757	639	375	1,014	9,667
	High Density Residential	339 DU							
	Trips/Unit <sup>6</sup>		0.11	0.35	0.46	0.35	0.21	0.56	7.32
	Trip Generation		36	120	156	120	70	190	2,481
	<b>Net Trip Generation</b>		<b>225</b>	<b>688</b>	<b>913</b>	<b>759</b>	<b>445</b>	<b>1,204</b>	<b>12,148</b>
<b>7 . Avalon Court</b>		24 DU							
	Northwest corner of Avalon St and 36th St, Jurupa Valley								
	Trips/Unit <sup>1</sup>		0.19	0.56	0.74	0.62	0.37	0.99	9.44
	<b>Trip Generation</b>		<b>4</b>	<b>13</b>	<b>17</b>	<b>15</b>	<b>9</b>	<b>24</b>	<b>227</b>
<b>8 . Emerald Ridge</b>									
	30th St and Avalon St, Jurupa Valley								
	Residential Condo/Townhouse	118 DU							
	Trip Generation		8	44	52	41	20	61	686
	Single Fam. Detached	281 DU							
	Trip Generation		53	157	210	177	104	281	2,674
	<b>Net Trip Generation<sup>7</sup></b>		<b>61</b>	<b>201</b>	<b>262</b>	<b>218</b>	<b>124</b>	<b>342</b>	<b>3,360</b>



Table 4-C - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
9	Caterpillar Business Park/Rubidoux Business Park 20th St and Caterpillar Ct, Jurupa Valley	306.89 TSF							
	Trip Generation <sup>8</sup>		175	49	224	81	143	224	1,172
10	Northtown Mixed Use Project Northeast corner of Mission Blvd and Crestmore Rd, Jurupa Valley								
	Two-Story Commercial Building	31.38 TSF							
	Trips/Unit <sup>9</sup>		0.58	0.36	0.94	1.83	1.98	3.81	37.75
	Trip Generation		18	11	29	57	62	119	1,184
	Pass-By Trips <sup>10, 11</sup>		0	0	0	(19)	(21)	(40)	(403)
	Total Net Trips		18	11	29	38	41	79	781
	Multiple Family Housing Development	68 DU							
	Trips/Unit <sup>6</sup>		0.11	0.35	0.46	0.35	0.21	0.56	7.32
	Trip Generation		7	24	31	24	14	38	498
	<b>Net Trip Generation</b>		<b>25</b>	<b>35</b>	<b>60</b>	<b>62</b>	<b>55</b>	<b>117</b>	<b>1,279</b>
11	Agua Mansa Commerce Park East of Rubidoux Blvd, north of Market St, Jurupa Valley								
	Industrial/Logistics	4,216.00 TSF							
	Total Trip Generation <sup>12</sup>		553	165	718	215	586	801	7,336
	Auto Trips		329	101	430	126	354	480	4,402
	Truck PCE Trips		564	160	724	221	588	809	7,391
	Total PCE Trip Generation		893	261	1,154	347	942	1,289	11,793
	Business Park	264.00 TSF							
	Trips/Unit <sup>13</sup>		0.24	0.16	0.40	0.19	0.23	0.42	12.44
	Trip Generation		64	41	105	51	60	111	3,284
	Open Space/Potential Park	67.00 AC							
	Trip Generation <sup>14</sup>		0	0	0	0	0	0	0
	<b>Net Trip Generation</b>		<b>957</b>	<b>302</b>	<b>1,259</b>	<b>398</b>	<b>1,002</b>	<b>1,400</b>	<b>15,077</b>
12	Wheeler Trucking Project 2353 S. Cactus Ave, Rialto	4.69 AC							
	Total Trip Generation		14	20	34	15	15	30	375
	Auto Trips		3	4	7	3	3	6	75
	Truck PCE Trips		33	48	81	36	36	72	900
	<b>Total PCE Trip Generation<sup>15</sup></b>		<b>36</b>	<b>52</b>	<b>88</b>	<b>39</b>	<b>39</b>	<b>78</b>	<b>975</b>
13	Panattoni I-10 (Cactus Ave & El Rivino Rd)/El Rivino Northwest corner of Cactus Ave and El Rivino Rd, Bloomington	2,475.75 TSF							
	Total Trip Generation <sup>16</sup>		914	144	1,058	289	874	1,163	12,274
	Auto Trips		654	144	798	205	624	829	8,769
	Truck PCE Trips		525	117	642	170	508	678	7,091
	<b>Total PCE Trip Generation</b>		<b>1,179</b>	<b>261</b>	<b>1,440</b>	<b>375</b>	<b>1,132</b>	<b>1,507</b>	<b>15,860</b>



Table 4-C - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>14 . Market Street Commercial</b>									
	1890 Market St, Jurupa Valley								
	High Turnover Sit-Down Restaurant	4.72 TSF							
	Trip Generation		28	23	51	28	19	47	600
	Pass-by Trips		0	0	0	(12)	(8)	(20)	(20)
	Fast-Food Restaurant With Drive-Through	2.70 TSF							
	Trip Generation		63	60	123	46	42	88	1,340
	Pass-by Trips		(31)	(29)	(60)	(23)	(21)	(44)	(104)
	Convenience Market With Gas Pumps	18.00 FVP							
	Trip Generation		149	149	298	172	172	344	9,767
	Pass-by Trips		(94)	(94)	(188)	(114)	(114)	(228)	(416)
	Automatic Car Wash	1 Site							
	Trip Generation		18	18	36	41	41	82	900
	Pass-by Trips		(9)	(9)	(18)	(21)	(21)	(42)	(450)
	<b>Net Trip Generation<sup>17</sup></b>		<b>124</b>	<b>118</b>	<b>242</b>	<b>117</b>	<b>110</b>	<b>227</b>	<b>11,617</b>
<b>15 . Willow Avenue Warehouse</b>		527.90 TSF							
	Northeast corner of Willow Ave and Santa Ana Ave, Rialto								
	Total Trip Generation		127	31	158	43	126	169	1,880
	Auto Trips		77	18	95	25	76	101	1,128
	Truck PCE Trips		135	35	170	48	135	183	2,023
	<b>Total PCE Trip Generation<sup>18</sup></b>		<b>212</b>	<b>53</b>	<b>265</b>	<b>73</b>	<b>211</b>	<b>284</b>	<b>3,151</b>
<b>16 . Riverside Warehouse</b>		86.29 TSF							
	Northwest corner of Riverside Ave/Kline Ranch Rd - Miguel Bustamante Pkwy, Rialto								
	Total Trip Generation		20	5	26	7	20	29	307
	Auto Trips		12	3	16	4	12	17	184
	Truck PCE Trips		21	5	26	8	21	29	223
	<b>Total PCE Trip Generation<sup>19</sup></b>		<b>33</b>	<b>8</b>	<b>42</b>	<b>12</b>	<b>33</b>	<b>46</b>	<b>407</b>
<b>17 . Agua Mansa Commerce Center</b>		447.33 TSF							
	Northeast corner of Riverside Ave/Kline Ranch Rd - Miguel Bustamante Pkwy, Rialto								
	Total Trip Generation		35	14	49	18	35	53	752
	Auto Trips		28	11	39	14	28	42	598
	Truck PCE Trips		18	8	26	10	18	28	388
	<b>Total PCE Trip Generation<sup>20</sup></b>		<b>46</b>	<b>19</b>	<b>65</b>	<b>24</b>	<b>46</b>	<b>70</b>	<b>986</b>
<b>18 . Center Street Development</b>		247.00 TSF							
	Northeast corner of Placentia Ln/Center St, Colton								
	Total Trip Generation		18	9	27	9	21	30	415
	Auto Trips		12	5	17	5	13	18	257
	Truck PCE Trips		19	8	27	8	20	28	398
	<b>Total PCE Trip Generation<sup>21</sup></b>		<b>31</b>	<b>13</b>	<b>44</b>	<b>13</b>	<b>33</b>	<b>46</b>	<b>655</b>
<b>19 . Center Park Residential Project</b>		99 ODU							
	3444 Center Street, Riverside								
	Trip Generation <sup>22</sup>		9	35	44	36	22	58	494





Table 4-C - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>20 . Roquet Ranch Specific Plan</b>									
	West of La Cadena Dr, north of future Pellissier Rd, Colton								
	Residential								
	Residential Net Trips		164	519	683	568	326	894	8,775
	Internal Capture (Residential to Retail)		(8)	(37)	(45)	(28)	(18)	(46)	(452)
	Residential Subtotal		156	482	638	540	308	848	8,323
	Retail/Commercial								
	Retail/Commercial Net Trips		185	173	358	141	139	279	4,218
	Total Internal Capture		(39)	(10)	(49)	(52)	(62)	(114)	(1,698)
	Total Pass-By Reduction		(76)	(76)	(152)	(34)	(34)	(67)	(1,391)
	Retail/Commercial Subtotal		70	87	157	55	43	98	1,130
	Community Park								
	Trip Generation		11	11	22	22	22	44	555
	Passive Parks								
	Trip Generation		1	1	2	1	1	1	13
	<b>Net Trip Generation<sup>23</sup></b>		<b>238</b>	<b>581</b>	<b>819</b>	<b>617</b>	<b>374</b>	<b>991</b>	<b>10,021</b>
<b>21 . Condominiums</b>		61 DU							
	South of Center St, between Viola Dr and Stephens Ave, Riverside								
	<b>Trip Generation<sup>22</sup></b>		<b>5</b>	<b>22</b>	<b>27</b>	<b>21</b>	<b>10</b>	<b>31</b>	<b>354</b>
<b>22 . Rialto Fulfillment Center 3</b>		505.91 TSF							
	12050 Agua Mansa Rd, Bloomington								
	Total Trip Generation <sup>12</sup>		66	21	87	26	70	96	880
	Auto Trips		39	12	51	15	42	57	528
	Truck PCE Trips		68	22	90	27	71	98	886
	<b>Total PCE Trip Generation</b>		<b>107</b>	<b>34</b>	<b>141</b>	<b>42</b>	<b>113</b>	<b>155</b>	<b>1,414</b>
<b>23 . Lord Property Jurupa Valley</b>		25.43 TSF							
	2780 Rubidoux Blvd, Jurupa Valley								
	Total Trip Generation <sup>24</sup>		16	2	18	2	14	16	126
	Auto Trips		12	2	14	2	11	13	99
	Truck PCE Trips		10	0	10	0	7	7	61
	<b>Total PCE Trip Generation</b>		<b>22</b>	<b>2</b>	<b>24</b>	<b>2</b>	<b>18</b>	<b>20</b>	<b>160</b>
<b>24 . Lord Property - Midlands Carrier Transicold</b>		42.13 TSF							
	Southeast Corner of Rubidoux Blvd and 26th St, Jurupa Valley								
	Total Trip Generation <sup>24</sup>		27	3	30	3	23	26	209
	Auto Trips		21	3	24	3	18	21	164
	Truck PCE Trips		14	0	14	0	11	11	102
	<b>Total PCE Trip Generation</b>		<b>35</b>	<b>3</b>	<b>38</b>	<b>3</b>	<b>29</b>	<b>32</b>	<b>266</b>
<b>25 . High Cube Warehouse</b>		447.33 TSF							
	2163 Riverside Ave, Colton								
	Total Trip Generation <sup>12</sup>		58	17	75	22	62	84	779
	Auto Trips		35	11	46	13	38	51	467
	Truck PCE Trips		58	16	74	22	61	83	786
	<b>Total PCE Trip Generation</b>		<b>93</b>	<b>27</b>	<b>120</b>	<b>35</b>	<b>99</b>	<b>134</b>	<b>1,253</b>



Table 4-C - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
26 . Holly Street Truck Terminal	Holly Street, Rialto/Jurupa Valley	450.00 TSF							
		Total Trip Generation <sup>12</sup>	58	17	75	23	62	85	783
		Auto Trips	35	11	46	14	38	52	470
		Truck PCE Trips	58	16	74	22	61	83	789
		<b>Total PCE Trip Generation</b>	<b>93</b>	<b>27</b>	<b>120</b>	<b>36</b>	<b>99</b>	<b>135</b>	<b>1,259</b>
27 . 1600 Agua Mansa Road	Agua Mansa Road, Colton	340.00 TSF							
		Total Trip Generation <sup>12</sup>	45	13	58	17	48	65	592
		Auto Trips	27	8	35	10	29	39	355
		Truck PCE Trips	46	13	59	18	49	67	597
		<b>Total PCE Trip Generation</b>	<b>73</b>	<b>21</b>	<b>94</b>	<b>28</b>	<b>78</b>	<b>106</b>	<b>952</b>
28 . Industrial Warehouse - Proficiency Rubidoux, LLC	West of Avalon St, south of 25th St, north of 29th St, Jurupa Valley	1,256.26 TSF							
		Total Trip Generation <sup>12</sup>	164	49	213	64	175	239	2,186
		Auto Trips	98	30	128	38	106	144	1,312
		Truck PCE Trips	167	47	214	65	176	241	2,202
		<b>Total PCE Trip Generation</b>	<b>265</b>	<b>77</b>	<b>342</b>	<b>103</b>	<b>282</b>	<b>385</b>	<b>3,514</b>
29 . Kiewit Infrastructure West	Southeast Corner of Rubidoux Blvd and 24th St, Jurupa Valley	63.00 TSF							
		Total Trip Generation <sup>24</sup>	40	5	45	5	34	39	313
		Auto Trips	31	4	35	4	27	31	246
		Truck PCE Trips	21	3	24	3	17	20	152
		<b>Total PCE Trip Generation</b>	<b>52</b>	<b>7</b>	<b>59</b>	<b>7</b>	<b>44</b>	<b>51</b>	<b>398</b>
30 . La Rue Apartments	Southeast Corner of La Rue St and Canal St, Jurupa Valley	80 DU							
		Trips/Unit <sup>6</sup>	0.11	0.35	0.46	0.35	0.21	0.56	7.32
		Trip Generation	<b>8</b>	<b>28</b>	<b>36</b>	<b>28</b>	<b>17</b>	<b>45</b>	<b>586</b>
31 . Mission Plaza	Southeast Corner of Riverview St and Mission Blvd, Jurupa Valley	118.68 TSF							
		Trips/Unit <sup>9</sup>	0.58	0.36	0.94	1.83	1.98	3.81	37.75
		Trip Generation	69	42	111	217	235	452	4,480
		Pass-By Trips <sup>10, 11</sup>	0	0	0	(74)	(80)	(154)	(1,523)
		<b>Total Net Trips</b>	<b>69</b>	<b>42</b>	<b>111</b>	<b>143</b>	<b>155</b>	<b>298</b>	<b>2,957</b>
32 . Legend Shopping Center	South of Mission Blvd, East of Opal St, Jurupa Valley	50.00 TSF							
		Trips/Unit <sup>9</sup>	0.58	0.36	0.94	1.83	1.98	3.81	37.75
		Trip Generation	29	18	47	91	99	190	1,888
		Pass-By Trips <sup>10, 11</sup>	0	0	0	(31)	(34)	(65)	(642)
		<b>Total Net Trips</b>	<b>29</b>	<b>18</b>	<b>47</b>	<b>60</b>	<b>65</b>	<b>125</b>	<b>1,246</b>

**Table 4-C - Cumulative Projects Trip Generation**

Project No.	Land Use/Builder/Applicant	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>33</b>	<b>TTM37211 &amp; CZI7003</b> Southeast Corner of Opal St and Canal St, Jurupa Valley	48 DU							
	Trips/Unit <sup>1</sup>		0.19	0.56	0.74	0.62	0.37	0.99	9.44
	<b>Trip Generation</b>		<b>9</b>	<b>27</b>	<b>36</b>	<b>30</b>	<b>18</b>	<b>48</b>	<b>453</b>
<b>34</b>	<b>RCS D Headquarters</b> 3590 Rubidoux Blvd, Jurupa Valley	33.39 TSF							
	Trips/Unit <sup>25</sup>		1.00	0.16	1.16	0.18	0.97	1.15	9.74
	<b>Trip Generation</b>		<b>33</b>	<b>5</b>	<b>38</b>	<b>6</b>	<b>32</b>	<b>38</b>	<b>325</b>
<b>35</b>	<b>Bailey Building</b> Southeast Corner of Rubidoux Blvd and 24th St, Jurupa Valley	32.70 TSF							
	Total Trip Generation <sup>24</sup>		20	2	22	2	18	20	161
	Auto Trips		16	2	18	2	14	16	127
	Truck PCE Trips		10	0	10	0	10	10	77
	<b>Total PCE Trip Generation</b>		<b>26</b>	<b>2</b>	<b>28</b>	<b>2</b>	<b>24</b>	<b>26</b>	<b>204</b>
<b>36</b>	<b>West Riverside Landfill Solar</b> 2700 Hall Ave, Jurupa Valley	8.17 MW							
	<b>Trip Generation<sup>26</sup></b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Total Net Trip Generation</b>			<b>4,851</b>	<b>3,284</b>	<b>8,136</b>	<b>4,003</b>	<b>5,632</b>	<b>9,636</b>	<b>109,535</b>

- Notes:**
- DU = Dwelling Units; TSF = Thousand Square Feet; AC = Acres; VFP = Vehicle Fueling Positions; ODU = Occupied Dwelling Units, MW = Megawatt
  - <sup>1</sup> Rates based on Land Use 210 - "Single-Family Detached Housing" from Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. Setting/Location used is General Urban/Suburban.
  - <sup>2</sup> Rates based on Land Use 815 - "Free-Standing Discount Store" from ITE *Trip Generation Manual*, 10th Edition. Setting/Location used is General Urban/Suburban.
  - <sup>3</sup> Pass-by rates based on Land Use 815 - "Free-Standing Discount Store" from ITE *Trip Generation Handbook*, 3rd Edition. No pass-by rate was available for the a.m. peak hour. A pass-by rate of 17% was used for the p.m. peak hour.
  - <sup>4</sup> There is no data available for daily pass-by trips; therefore, the p.m. pass-by rate was applied for the daily trip generation.
  - <sup>5</sup> Trip generation obtained from *West Valley Logistics Center Traffic Impact Analysis* prepared by Urban Crossroads in October, 2017.
  - <sup>6</sup> Rates based on Land Use 220 - "Multifamily Housing (Low-Rise)" from ITE *Trip Generation Manual*, 10th Edition. Setting/Location used is General Urban/Suburban.
  - <sup>7</sup> Trip generation rates obtained from *Emerald Ridge Traffic Impact Analysis* prepared by Trames Solutions, Inc. in 2016.
  - <sup>8</sup> Trip generation obtained from *Caterpillar Business Park Traffic Impact Analysis* prepared by LSA Associates, Inc. in November, 2017.
  - <sup>9</sup> Rates based on Land Use 820 - "Shopping Center" from ITE *Trip Generation Manual*, 10th Edition. Setting/Location used is General Urban/Suburban.
  - <sup>10</sup> Pass-by rates based on Land Use 820 - "Shopping Center" from ITE *Trip Generation Handbook*, 3rd Edition. No pass-by rate was available for the a.m. peak hour. A pass-by rate of 34% was used for the p.m. peak hour.
  - <sup>11</sup> There is no data available for daily pass-by trips; therefore, the p.m. pass-by rate was applied for the daily trip generation.
  - <sup>12</sup> Rates based on Land Use 150 - "Warehousing" from ITE *Trip Generation Manual*, 10th Edition. Setting/Location used is General Urban/Suburban.
  - <sup>13</sup> Rates based on Land Use 770 - "Business Park" from ITE *Trip Generation Manual*, 10th Edition. Setting/Location used is General Urban/Suburban.
  - <sup>14</sup> No trips are anticipated for the open space/potential park.
  - <sup>15</sup> Trip generation obtained from *Wheeler Trucking Project Focused Traffic Memorandum* prepared by LSA Associates, Inc. in February, 2018.
  - <sup>16</sup> Trip generation rates obtained from *El Rivino - Rialto Commerce Traffic Impact Analysis* prepared by Kunzman Associates, Inc. (no date provided).
  - <sup>17</sup> Trip generation obtained from *Market Street Commercial Center Project Traffic Impact Analysis* prepared by Kunzman Associates, Inc. in June, 2015.
  - <sup>18</sup> Trip generation obtained from *Willow Avenue Warehouse Project Traffic Impact Analysis* prepared by LSA Associates, Inc. in May, 2015.
  - <sup>19</sup> Trip generation obtained from *Riverside Avenue Warehouse Project Focused Traffic Impact Analysis* prepared by LSA Associates, Inc. in January, 2018.
  - <sup>20</sup> Trip generation obtained from *Agua Mansa Commerce Center Addendum Traffic Impact Analysis* prepared by Kunzman Associates, Inc. in May, 2014.
  - <sup>21</sup> Trip generation obtained from *Center Street Development Traffic Impact Analysis* prepared by Translutions, Inc. in August, 2017.
  - <sup>22</sup> Trip generation obtained from *Center Park Residential Project Traffic Impact Analysis* prepared by LSA Associates, Inc. in June, 2018.
  - <sup>23</sup> Trip generation obtained from Roquet Ranch Specific Plan *Trip Impact Analysis* prepared by Urban Crossroads in November, 2016.
  - <sup>24</sup> Rates based on Land Use 110 - "General Light Industrial" from ITE *Trip Generation Manual*, 10th Edition. Setting/Location used is General Urban/Suburban.
  - <sup>25</sup> Rates based on Land Use 710 - "General Office Building" from ITE *Trip Generation Manual*, 10th Edition. Setting/Location used is General Urban/Suburban.
  - <sup>26</sup> Total project trips were obtained from Palen Solar Project Traffic Impact Assessment by LSA Associates, dated November 2016. The Palen Solar Project is a 500 megawatt (MW) Solar Power facility. A ratio of 0.12 (60/500) was used to obtain the total trips for the proposed 60 MW facility.

Table 4-D - Cumulative (2022) Daily Traffic Volumes

Roadway	#	Segment	Project Completion Year (2022) ADT	Cumulative Projects Trips	Cumulative (2022) ADT	Project Trips	Cumulative (2022) With Project ADT
Rubidoux Boulevard	1	Rubidoux Boulevard, between Market Street and 28th Street	21,100	16,409	37,509	461	37,970
	2	Rubidoux Boulevard, between 28th Street and 30th Street - SR-60 Westbound Off-Ramp	23,813	18,884	42,697	461	43,158
Market Street	3	Market Street, between Rubidoux Boulevard and Agua Mansa Road	23,678	13,344	37,022	463	37,485
	4	Market Street, between Agua Mansa Road and Via Cerro	17,899	16,416	34,315	409	34,724
	5	Market Street, between Via Cerro and Rivera Street	23,722	18,646	42,368	357	42,725
	6	Market Street, between Rivera Street and SR-60 Westbound Ramps	31,353	17,484	48,837	305	49,142
Agua Mansa Road	7	Agua Mansa Road, between Riverside Avenue and Hall Avenue	14,524	4,826	19,350	188	19,538
	8	Agua Mansa Road, between Hall Avenue and Brown Avenue	12,904	4,250	17,154	574	17,728
	9	Agua Mansa Road, between Brown Avenue and Wilson Street	11,191	4,910	16,101	869	16,970
	10	Agua Mansa Road, between Wilson Street and Market Street	13,988	5,116	19,104	869	19,973

## 5.0 PROJECT TRAFFIC

### 5.1 PROJECT TRIP GENERATION

Based on consultation with City staff, the trip generation for the proposed project was developed using rates from the ITE *Trip Generation Manual* (10<sup>th</sup> Edition) for Land Use 140 – “Manufacturing.” The resulting trips were converted to trucks and passenger vehicles based on the vehicle mix from the City of Fontana’s *Truck Trip Generation Study*, dated August 2003. As such, 78.6% of all project traffic will be passenger vehicles and 21.4% of all project traffic will be trucks. Based on the *Truck Trip Generation Study*, the truck mix to be utilized is 49.4% 4-axle trucks, 17.9% 3-axle trucks, and 32.7% 2-axle trucks. Furthermore, all truck trips were converted to passenger car equivalents (PCEs) rates using a 1.5 PCE factor for 2-axle trucks, 2.0 PCE factor for 3-axle trucks, and 3.0 for 4 and more axle trucks. Table 5-A summarizes the daily, a.m., and p.m. peak hour project trip generation. As illustrated in Table 5-A, the proposed project is estimated to generate 1,670 daily total PCE trips, with 267 PCE trips occurring during the a.m. peak hour and 292 PCE trips occurring during the p.m. peak hour.

### 5.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Generalized trip distribution patterns were developed based on the location of the proposed project in relation to surrounding land uses and the regional roadway network. Since trucks typically have different travel patterns than passenger vehicles, two separate trip distributions were developed. Figures 5-1 and 5-2 illustrate the project passenger vehicle trip distributions for Buildings A and B, respectively. Figures 5-3 and 5-4 illustrate the project truck trip distribution for Buildings A and B, respectively.

The project trip assignment is the product of the project trip generation and the trip distribution percentages. Figure 5-5 illustrates the total project passenger vehicle trip assignment. Figure 5-6 illustrates the total project truck trip assignment (in PCEs). Figure 5-7 illustrates the total project trip assignment (in PCEs) for the proposed project.

### 5.3 LIST OF CHAPTER 5.0 FIGURES AND TABLES

- Figure 5-1: Project Trip Distribution – Building A (Passenger Vehicles)
- Figure 5-2: Project Trip Distribution – Building B (Passenger Vehicles)
- Figure 5-3: Project Trip Distribution – Building A (Trucks)
- Figure 5-4: Project Trip Distribution – Building B (Trucks)
- Figure 5-5: Project Trip Assignment – Passenger Vehicles
- Figure 5-6: Project Trip Assignment – Trucks
- Figure 5-7: Total Project Trip Assignment
- Table 5-A: Project Trip Generation

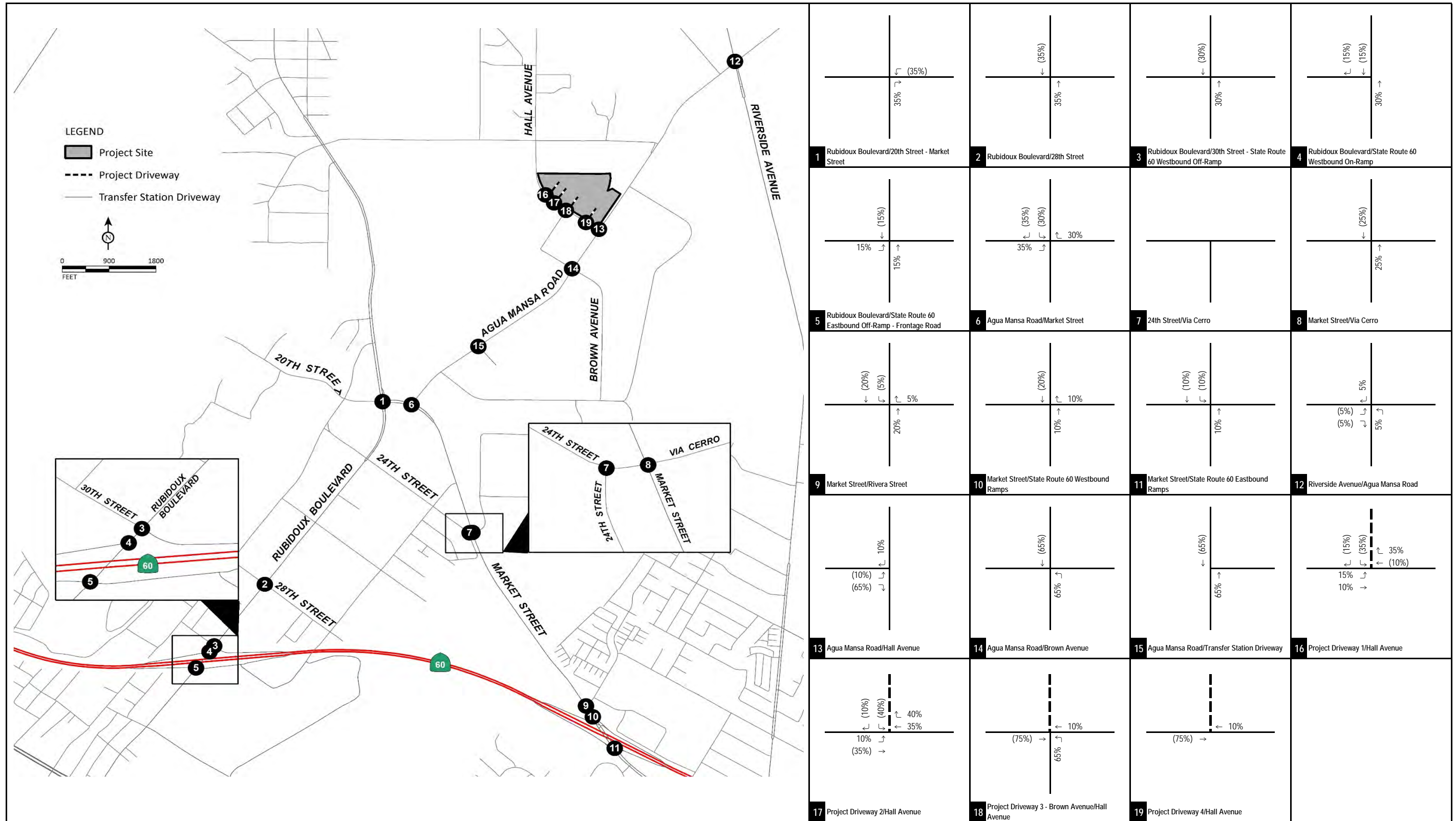


FIGURE 5-1

LSA

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

Agua Mansa Industrial  
 Traffic Impact Analysis

Project Trip Distribution - Building A (Passenger Vehicles)

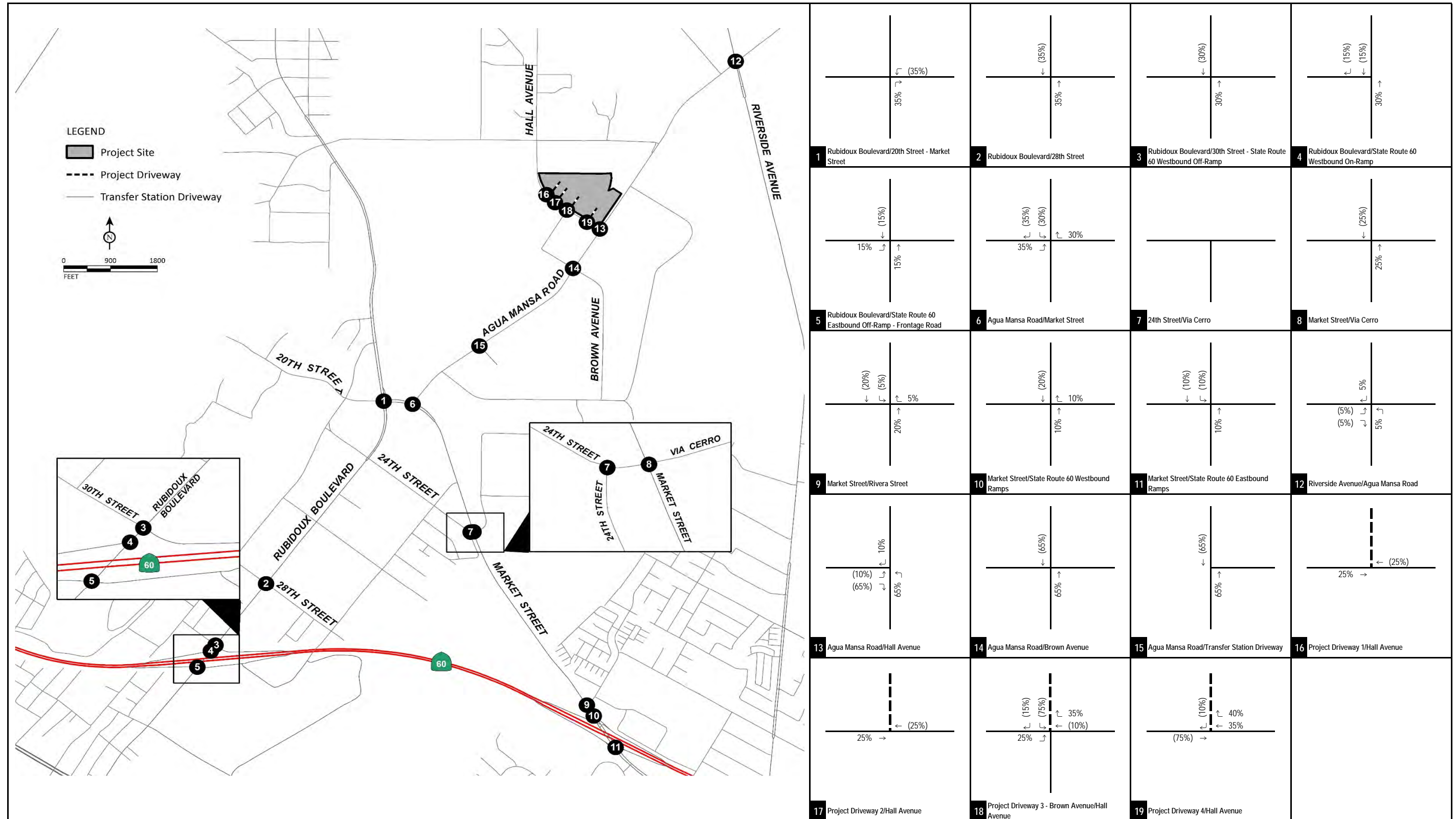


FIGURE 5-2

LSA

XX% (YY%)  
 Inbound (Outbound) Distribution

---- Project Driveway

Agua Mansa Industrial  
 Traffic Impact Analysis

Project Trip Distribution - Building B (Passenger Vehicles)

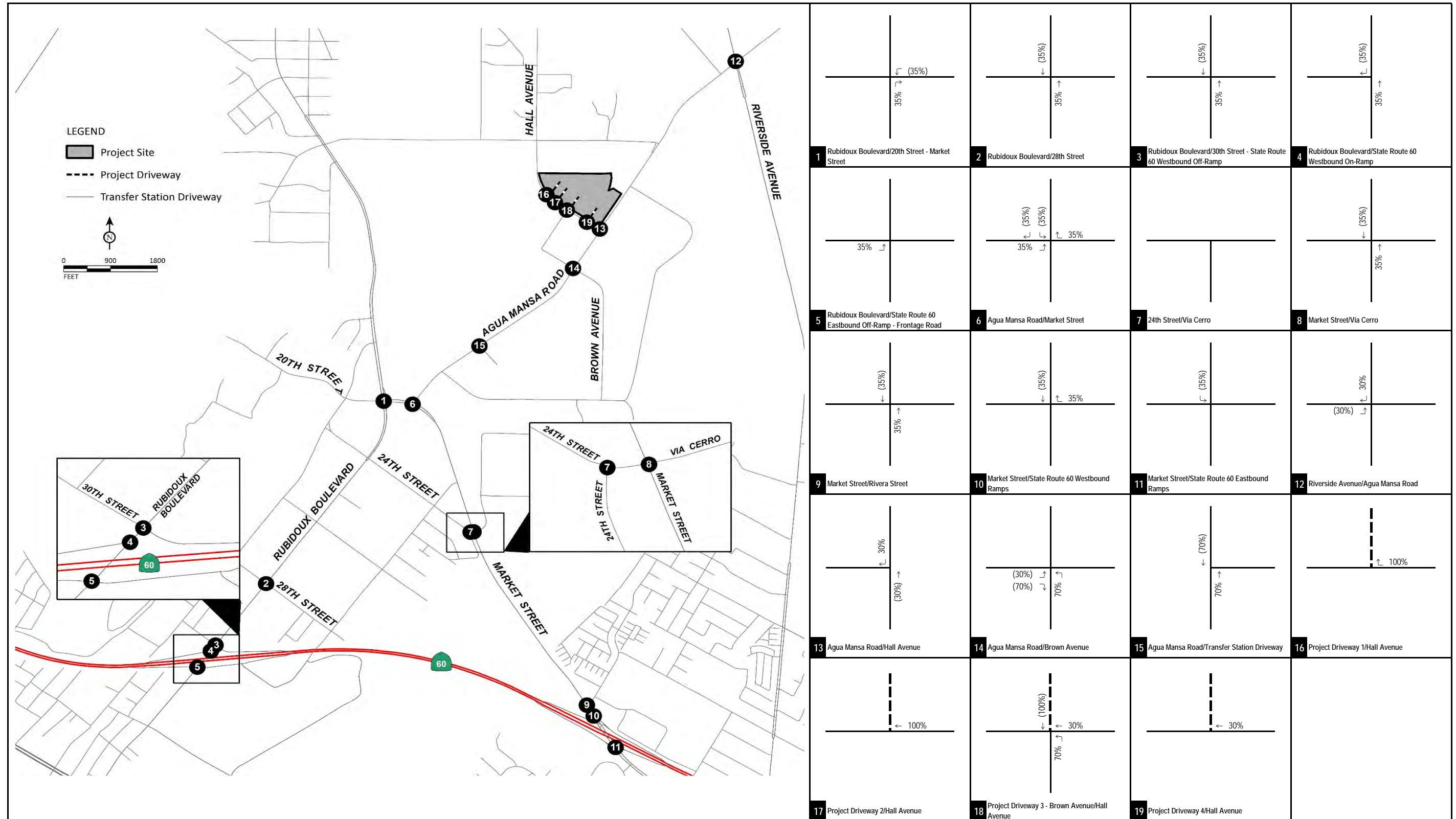


FIGURE 5-3

LSA

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

Agua Mansa Industrial  
 Traffic Impact Analysis

Project Trip Distribution - Building A (Trucks)



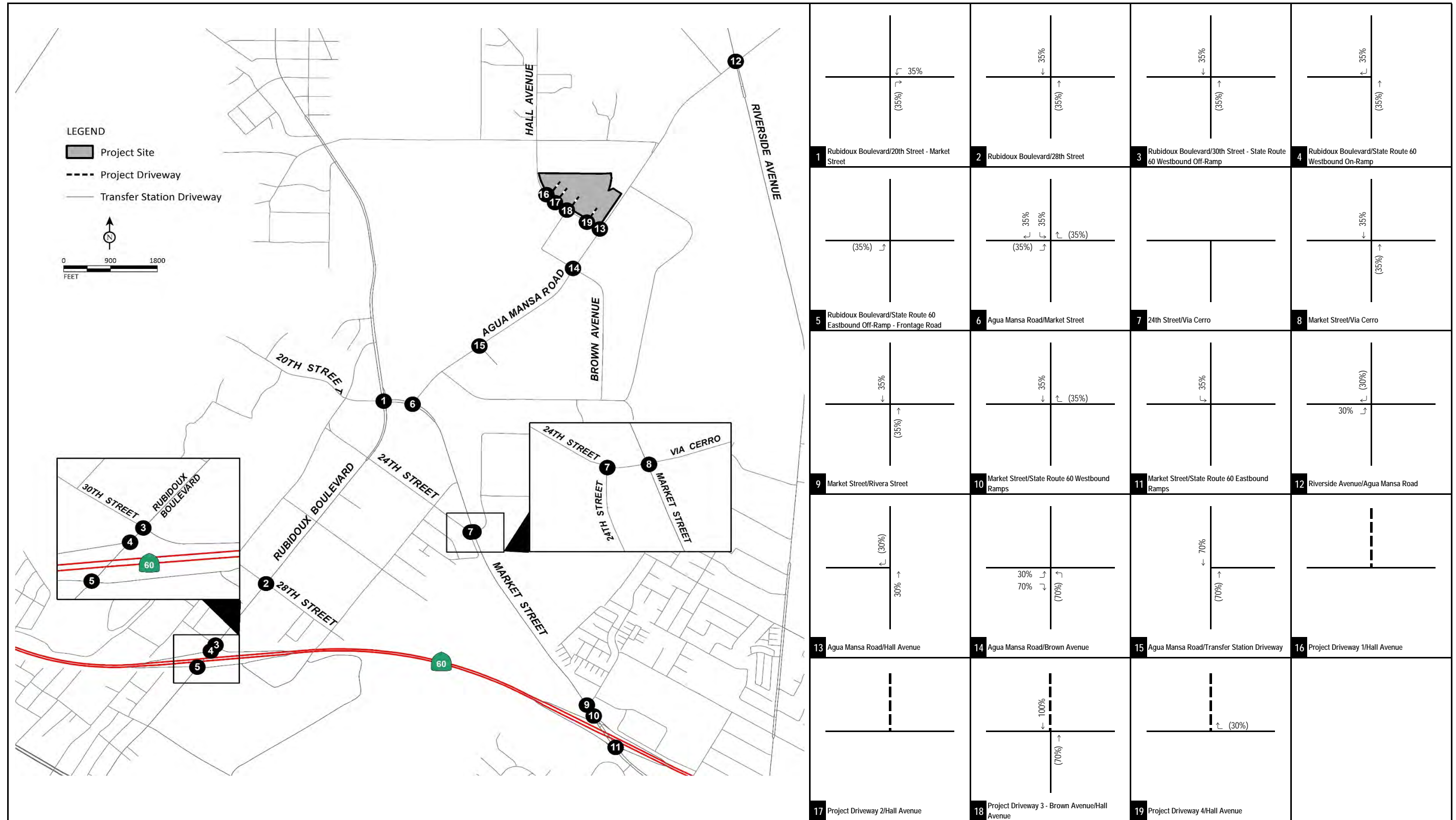


FIGURE 5-4

LSA

XX% (YY%)  
Inbound (Outbound) Distribution

---- Project Driveway

Agua Mansa Industrial  
Traffic Impact Analysis

Project Trip Distribution - Building B (Trucks)

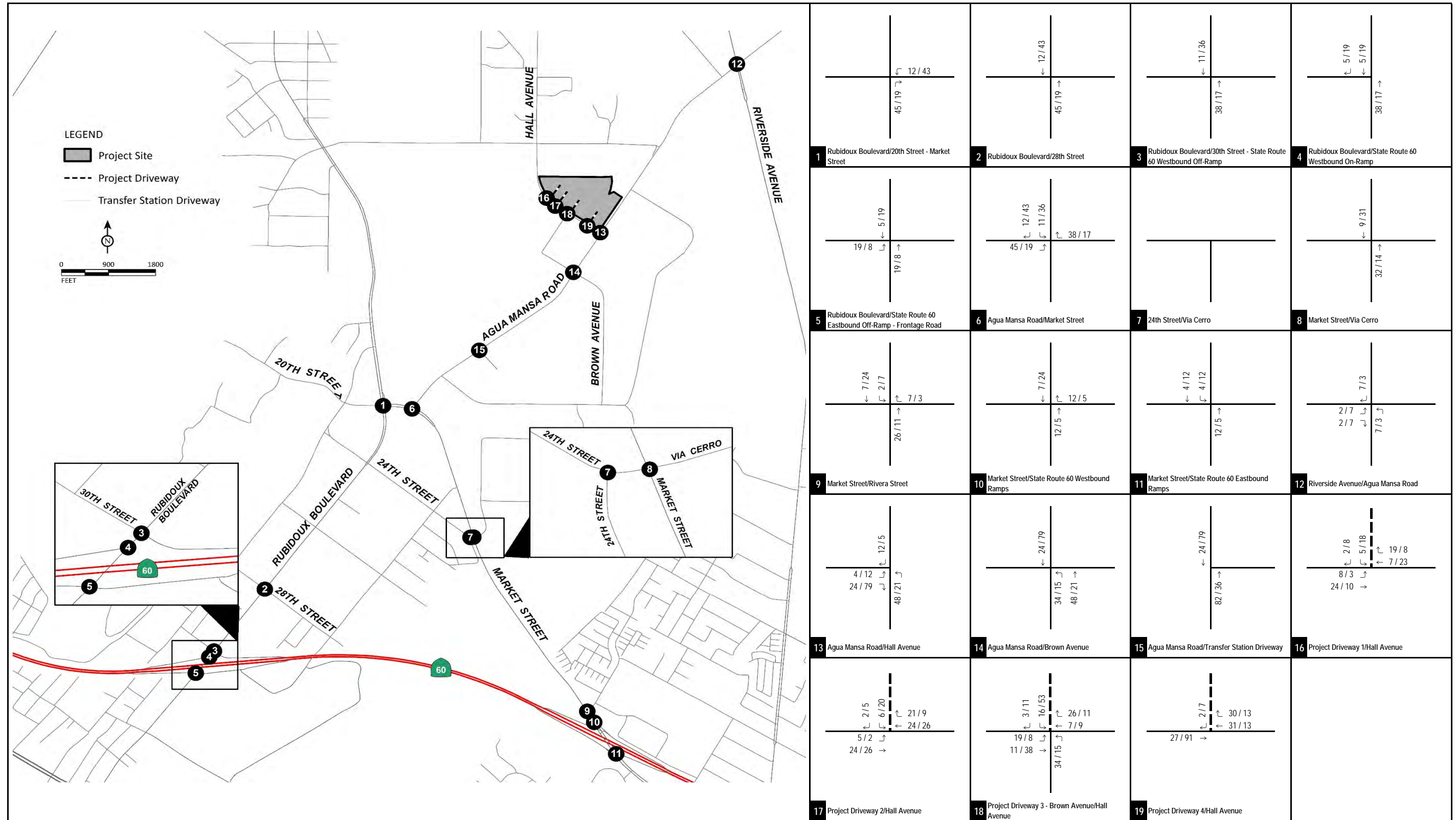


FIGURE 5-5

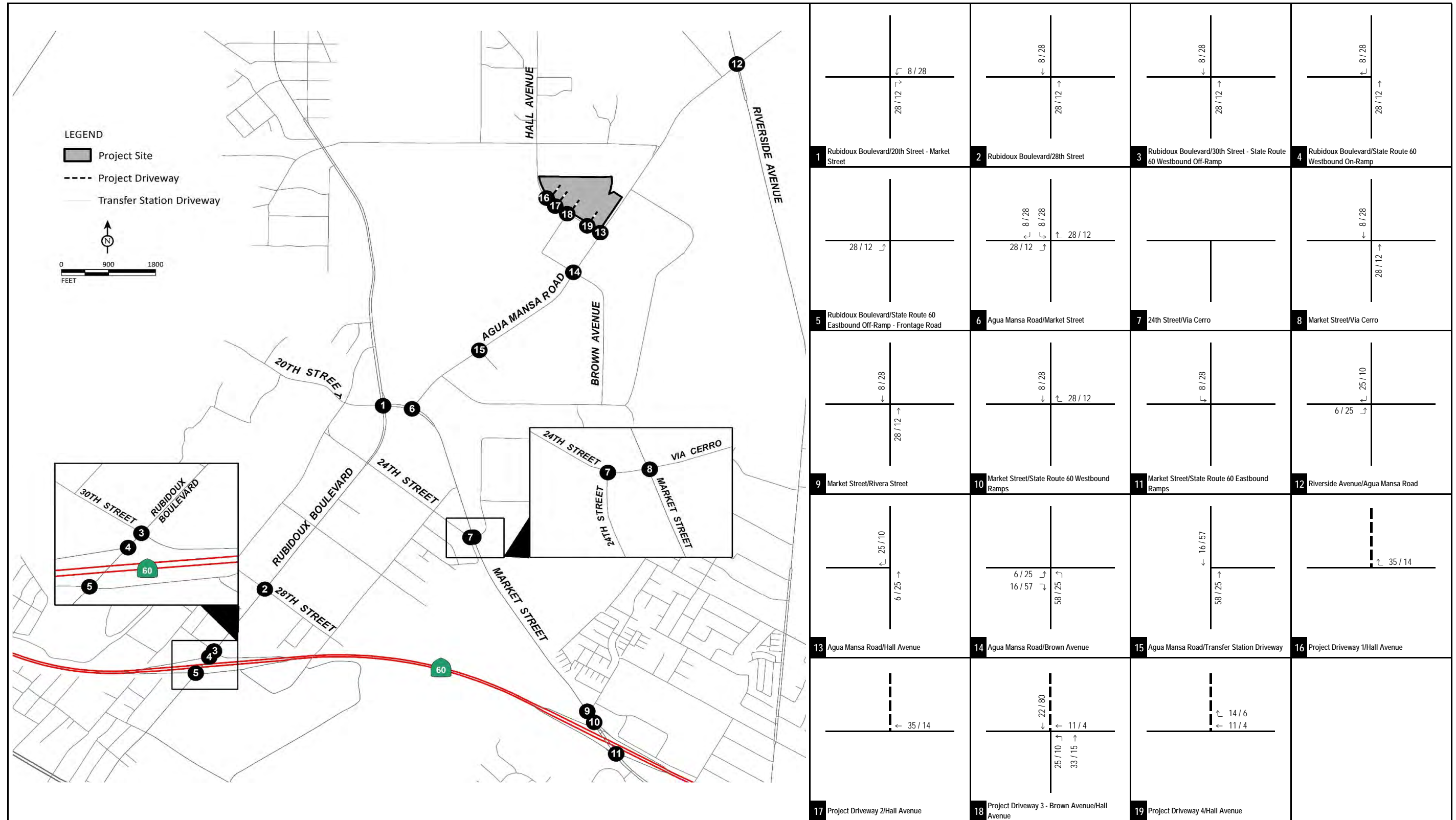
LSA

XX / YY  
AM / PM Peak Hour Traffic Volumes

---- Project Driveway

Agua Mansa Industrial  
Traffic Impact Analysis

Project Trip Assignment - Passenger Vehicles



LSA

FIGURE 5-6

XX / YY  
 AM / PM Peak Hour PCE Volumes

---- Project Driveway

Agua Mansa Industrial  
 Traffic Impact Analysis  
 Project Trip Assignment - Trucks

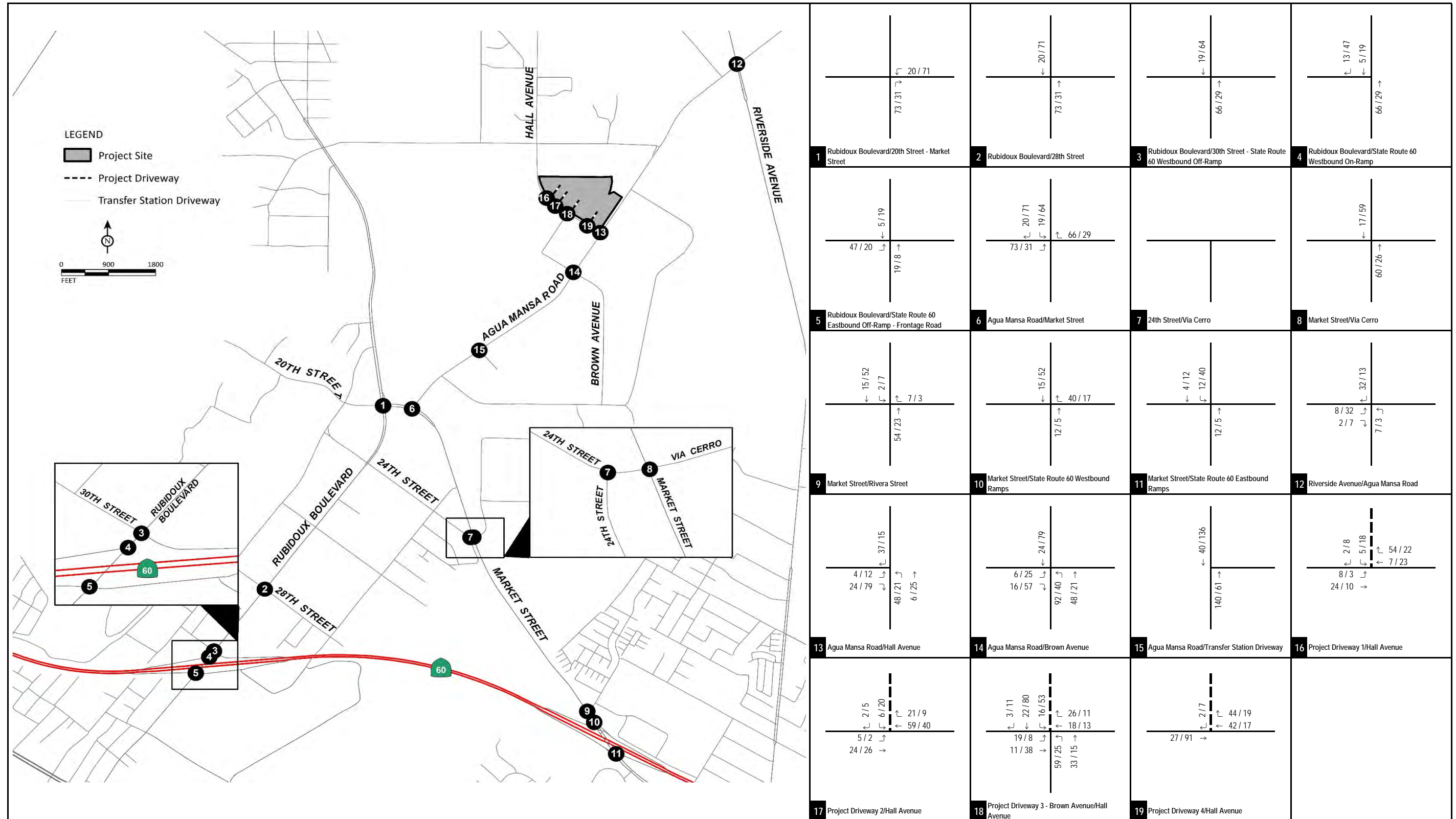


FIGURE 5-7

LSA

XXX / YYY

AM / PM Peak Hour PCE Volumes

---- Project Driveway

Agua Mansa Industrial  
Traffic Impact Analysis

Total Project Trip Assignment

Table 5-A - Project Trip Generation

Land Uses	Units	A.M. Peak Hour			P.M. Peak Hour			Daily	
		In	Out	Total	In	Out	Total		
<b>Building A</b>									
Manufacturing <sup>1</sup>	140.20	TSF							
Trips/Unit (Cars)			0.378	0.109	0.487	0.165	0.362	0.527	3.089
Trips/Unit (2-Axle Trucks)			0.033	0.010	0.043	0.015	0.032	0.047	0.314
Trips/Unit (3-Axle Trucks)			0.018	0.006	0.024	0.008	0.017	0.025	0.153
Trips/Unit (4+ Axle Trucks)			0.051	0.015	0.066	0.022	0.049	0.071	0.374
Trips/Unit (Total)			0.480	0.140	0.620	0.210	0.460	0.670	3.930
Trip Generation (Cars)			53	15	68	23	51	74	433
Trip Generation (2-Axle Trucks)			5	1	6	2	5	7	44
Trip Generation (3-Axle Trucks)			3	0	3	1	3	4	21
Trip Generation (4+ Axle Trucks)			7	2	9	3	7	10	52
Trip Generation (Total)			68	18	86	29	66	95	550
Trip Generation (Cars)			53	15	68	23	51	74	433
PCE Trip Generation (2-Axle Trucks)			8	2	10	3	8	11	66
PCE Trip Generation (3-Axle Trucks)			6	0	6	2	6	8	42
PCE Trip Generation (4+ Axle Trucks)			21	6	27	9	21	30	156
PCE Trip Generation (Total)			88	23	111	37	86	123	697
<b>Building B</b>									
Manufacturing <sup>1</sup>	194.80	TSF							
Trips/Unit (Cars)			0.378	0.109	0.487	0.165	0.362	0.527	3.089
Trips/Unit (2-Axle Trucks)			0.033	0.010	0.043	0.015	0.032	0.047	0.314
Trips/Unit (3-Axle Trucks)			0.018	0.006	0.024	0.008	0.017	0.025	0.153
Trips/Unit (4+ Axle Trucks)			0.051	0.015	0.066	0.022	0.049	0.071	0.374
Trips/Unit (Total)			0.480	0.140	0.620	0.210	0.460	0.670	3.930
Trip Generation (Cars)			74	21	95	32	71	103	602
Trip Generation (2-Axle Trucks)			6	2	8	3	6	9	61
Trip Generation (3-Axle Trucks)			4	1	5	2	3	5	30
Trip Generation (4+ Axle Trucks)			10	3	13	4	10	14	73
Trip Generation (Total)			94	27	121	41	90	131	766
Trip Generation (Cars)			74	21	95	32	71	103	602
PCE Trip Generation (2-Axle Trucks)			9	3	12	5	9	14	92
PCE Trip Generation (3-Axle Trucks)			8	2	10	4	6	10	60
PCE Trip Generation (4+ Axle Trucks)			30	9	39	12	30	42	219
PCE Trip Generation (Total)			121	35	156	53	116	169	973
<b>Summary</b>									
Manufacturing	335.00	TSF							
Trip Generation (Cars)			127	36	163	55	122	177	1,035
Trip Generation (2-Axle Trucks)			11	3	14	5	11	16	105
Trip Generation (3-Axle Trucks)			7	1	8	3	6	9	51
Trip Generation (4+ Axle Trucks)			17	5	22	7	17	24	125
Trip Generation (Total)			162	45	207	70	156	226	1,316
Trip Generation (Cars)			127	36	163	55	122	177	1,035
PCE Trip Generation (2-Axle Trucks)			17	5	22	8	17	25	158
PCE Trip Generation (3-Axle Trucks)			14	2	16	6	12	18	102
PCE Trip Generation (4+ Axle Trucks)			51	15	66	21	51	72	375
PCE Trip Generation (Total)			209	58	267	90	202	292	1,670

Notes:

TSF = Thousand Square-Feet

<sup>1</sup> The trip generation was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual (10th Edition) for Land Use 140 – “Manufacturing.” The resulting trips were converted to trucks and passenger vehicles based on the vehicle mix from the City of Fontana’s *Truck Trip Generation Study* (August 2003). As such, 78.6% of project traffic will be passenger vehicles and 21.4% of project traffic will be trucks. All truck trips were converted to passenger car equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.

## 6.0 TRAFFIC VOLUMES WITH PROJECT SCENARIOS

Existing, project completion year, and cumulative with project traffic volumes were developed by adding project traffic to the corresponding without project scenarios. Figures 6-1, 6-2, and 6-3 illustrate “with project” peak hour traffic volumes at study intersections under existing, project completion year, and cumulative conditions, respectively. Previously referenced Tables 4-A, 4-B, and 4-C summarize the “with project” roadway segment daily traffic volumes under existing, project completion year, and cumulative conditions.

Detailed volume development worksheets are included in Appendix C.

### 6.1 LIST OF CHAPTER 6.0 FIGURES

- Figure 6-1: Existing with Project Peak Hour Traffic Volumes
- Figure 6-2: Project Completion Year (2022) with Project Peak Hour Traffic Volumes
- Figure 6-3: Cumulative (2022) with Project Peak Hour Traffic Volumes

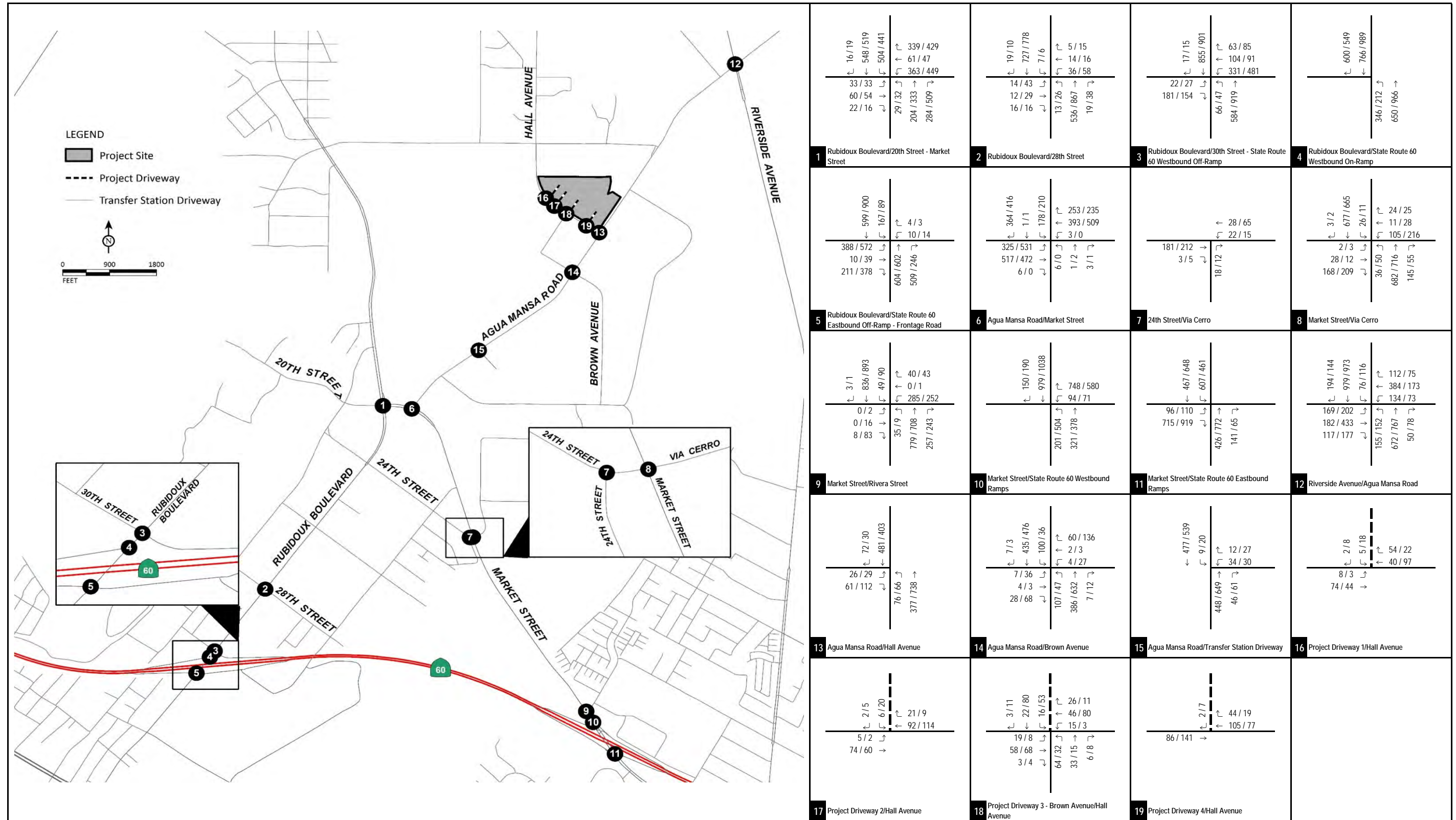


FIGURE 6-1

LSA

XXXX / YYYY

---- Project Driveway

AM / PM Peak Hour PCE Volumes

Agua Mansa Industrial  
Traffic Impact Analysis

Existing with Project Peak Hour Traffic Volumes

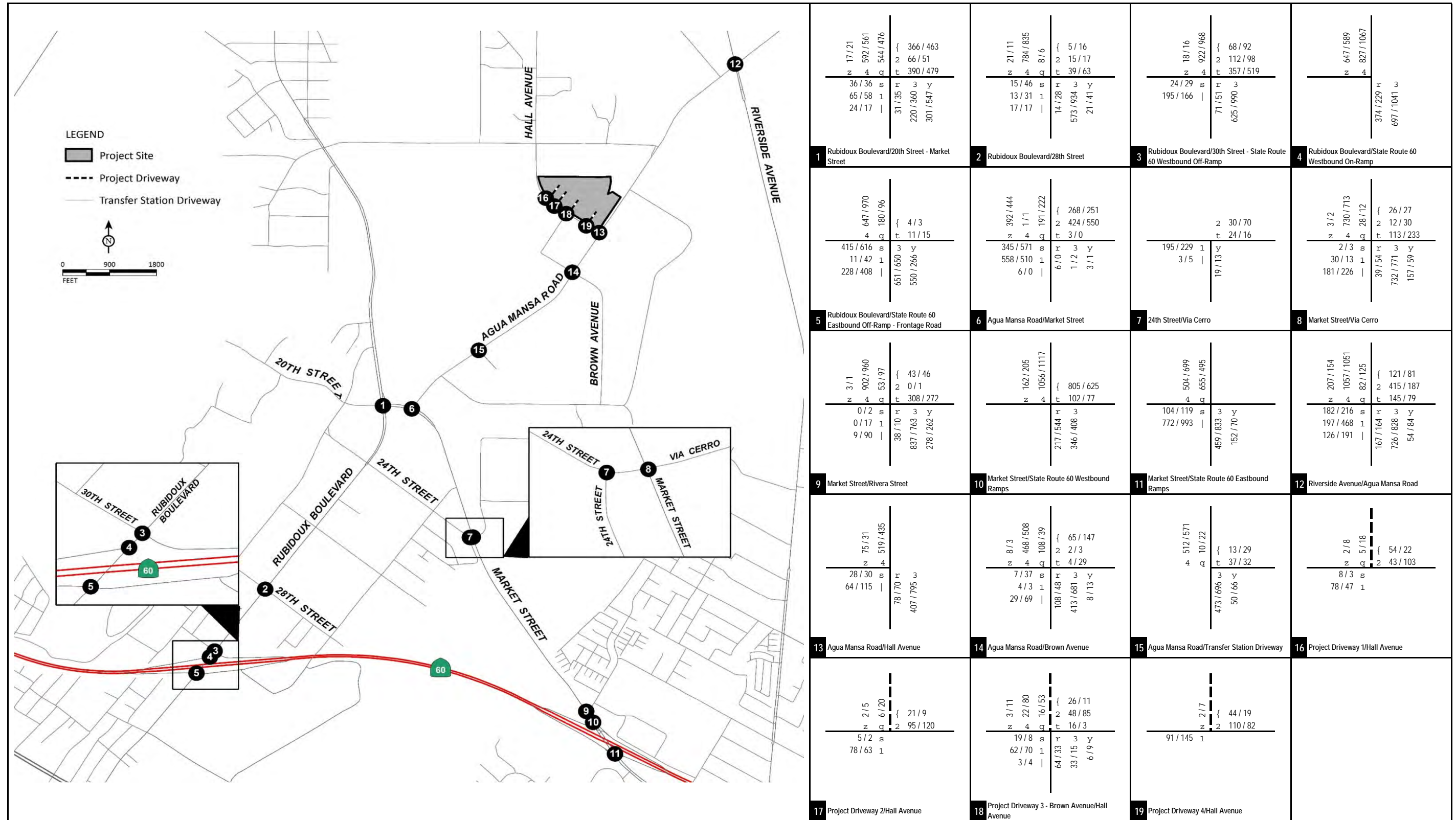


FIGURE 6-2

LSA

XXXX / YYYY

---- Project Driveway

AM / PM Peak Hour PCE Volumes

Agua Mansa Industrial  
Traffic Impact Analysis

Project Completion Year (2022) with Project Peak Hour Traffic Volumes



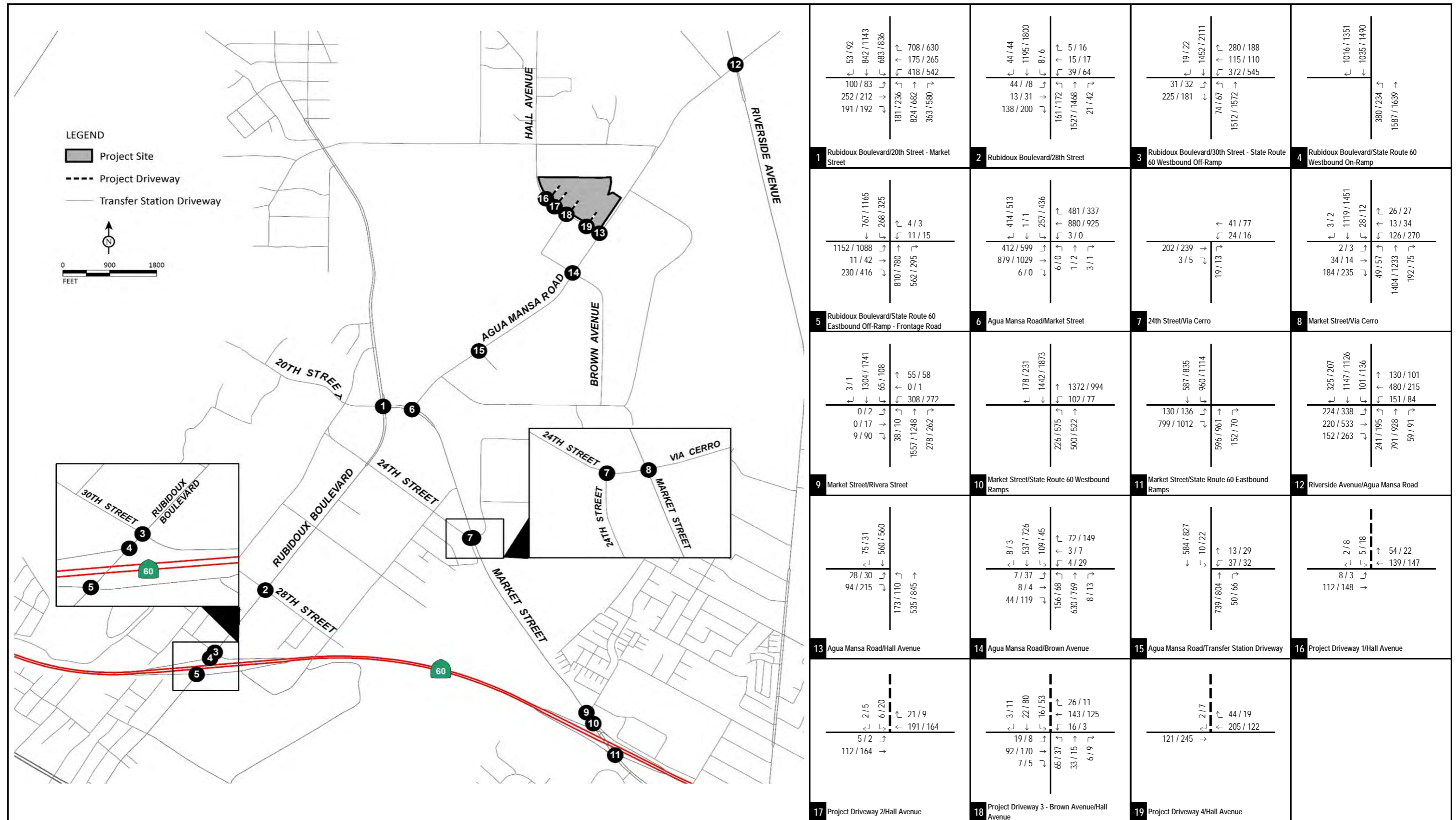


FIGURE 6-3

LSA

XXXX / YYYY

---- Project Driveway

AM / PM Peak Hour PCE Volumes

Agua Mansa Industrial  
Traffic Impact Analysis

Cumulative (2022) with Project Peak Hour Traffic Volumes

## 7.0 INTERSECTION AND ROADWAY SEGMENT LEVELS OF SERVICE

### 7.1 EXISTING LEVELS OF SERVICE

#### 7.1.1 Study Intersections

Figure 3-1 illustrates existing study intersection geometrics and traffic control. An intersection LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7-A summarizes the results of this analysis and shows that the following intersections are currently operating at an unsatisfactory LOS:

- Rubidoux Boulevard/20th Street – Market Street (a.m. and p.m. peak hours);
- Rubidoux Boulevard/SR-60 Eastbound Off-Ramp - Frontage Road (a.m. peak hour); and
- Market Street/SR-60 Eastbound Ramps (a.m. and p.m. peak hours).

All other study intersections operate at a satisfactory LOS.

#### 7.1.2 Roadway Segments

A roadway segment LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7-B summarizes the results of this analysis and shows that the following roadway segments are currently operating at an unsatisfactory LOS:

- Market Street, between Agua Mansa Road and Via Cerro;
- Market Street, between Via Cerro and Rivera Street; and
- Agua Mansa Road, between Wilson Street and Market Street.

It should be noted that Market Street between Rubidoux Boulevard and Rivera Street is classified as a 4-lane Secondary arterial, with fully funded segment widening from 2 to 4 lanes between Via Cerro and Rivera Street intersections that is environmentally cleared and is currently at PS&E phase. All other roadway segments operate at a satisfactory LOS.

### 7.2 EXISTING WITH PROJECT LEVELS OF SERVICE

Analysis of the existing with project scenario is provided for CEQA compliance to identify direct project impacts if the project were to be built and in operation today. This scenario eliminates the effects of ambient growth and other cumulative projects and deals specifically with project impacts.

#### 7.2.1 Study Intersections

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

- Rubidoux Boulevard/20th Street – Market Street (a.m. and p.m. peak hours);

- Rubidoux Boulevard/SR-60 Eastbound Off-Ramp - Frontage Road (a.m. peak hour); and
- Market Street/SR-60 Eastbound Ramps (a.m. and p.m. peak hours).

Since all these intersections operate at an unsatisfactory LOS even under existing conditions, the project contributes to the existing deficiency at these intersections. As such, the project has a cumulative impact at these intersections. All other study intersections are projected to operate at a satisfactory LOS.

### 7.2.2 Roadway Segments

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

- Market Street, between Agua Mansa Road and Via Cerro;
- Market Street, between Via Cerro and Rivera Street; and
- Agua Mansa Road, between Wilson Street and Market Street.

It should be noted that Market Street between Rubidoux Boulevard and Rivera Street is classified as a 4-lane Secondary arterial, with fully funded segment widening from 2 to 4 lanes between Via Cerro and Rivera Street intersections that is environmentally cleared and is currently at PS&E phase. All other roadway segments operate at a satisfactory LOS.

## 7.3 PROJECT COMPLETION YEAR (2022) WITHOUT PROJECT LEVELS OF SERVICE

### 7.3.1 Study Intersections

An intersection LOS analysis was conducted for project completion without project conditions using the methodologies previously discussed. Table 7-C summarizes the results of this analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under project completion without project conditions:

- Rubidoux Boulevard/20th Street – Market Street (a.m. and p.m. peak hours);
- Rubidoux Boulevard/SR-60 Eastbound Off-Ramp - Frontage Road (a.m. and p.m. peak hours);
- Market Street/Rivera Street (a.m. peak hour); and
- Market Street/SR-60 Eastbound Ramps (a.m. and p.m. peak hours).

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

### 7.3.2 Roadway Segments

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

- Market Street, between Rubidoux Boulevard and Agua Mansa Road,
- Market Street, between Agua Mansa Road and Via Cerro;
- Agua Mansa Road, between Via Cerro and Rivera Street; and
- Agua Mansa Road, between Wilson Street and Market Street.

It should be noted that only the segment of Market Street between Via Cerro and Rivera Street that falls under the jurisdiction of the City of Jurupa Valley is projected to operate at an unsatisfactory LOS. All other roadway segments are forecast to operate at a satisfactory LOS.

## 7.4 PROJECT COMPLETION YEAR (2022) WITH PROJECT LEVELS OF SERVICE

### 7.4.1 Study Intersections

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

- Rubidoux Boulevard/20th Street – Market Street (a.m. and p.m. peak hours);
- Rubidoux Boulevard/SR-60 Eastbound Off-Ramp - Frontage Road (a.m. and p.m. peak hours);
- Agua Mansa Road/Market Street (a.m. peak hour);
- Market Street/Rivera Street (a.m. peak hour); and
- Market Street/SR-60 Eastbound Ramps (a.m. and p.m. peak hours).

Apart from the intersection of Agua Mansa Road/Market Street, all these intersections are forecast to operate at an unsatisfactory LOS even under project completion year without project conditions. Hence, the project contributes to the forecast deficiency at these intersections. As such, the project has a cumulative impact at these five intersections. All other study intersections are projected to operate at a satisfactory LOS.

### 7.4.2 Roadway Segments

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

- Market Street, between Rubidoux Boulevard and Agua Mansa Road;
- Market Street, between Agua Mansa Road and Via Cerro;
- Market Street, between Via Cerro and Rivera Street; and
- Agua Mansa Road, between Wilson Street and Market Street.

It should be noted that only the segment of Market Street between Via Cerro and Rivera Street that falls under the jurisdiction of the City of Jurupa Valley is projected to operate at an unsatisfactory LOS. All other roadway segments are projected to operate at a satisfactory LOS.

## 7.5 CUMULATIVE (2022) WITHOUT PROJECT LEVELS OF SERVICE

### 7.5.1 Study Intersections

An intersection LOS analysis was conducted for cumulative without project conditions using the methodologies previously discussed. Table 7-E summarizes the results of this analysis and shows that the following intersections are forecast to operate at an unsatisfactory LOS under cumulative without project conditions:

- Rubidoux Boulevard/20th Street – Market Street (a.m. and p.m. peak hours);
- Rubidoux Boulevard/30th Street – SR-60 Westbound Off-Ramp (a.m. and p.m. peak hours);
- Rubidoux Boulevard/SR-60 Eastbound Off-Ramp - Frontage Road (a.m. and p.m. peak hours);
- Agua Mansa Road/Market Street (a.m. and p.m. peak hours);
- Market Street/Via Cerro (a.m. and p.m. peak hours);
- Market Street/Rivera Street (a.m. and p.m. peak hours);
- Market Street/SR-60 Westbound Ramps (p.m. peak hour);
- Market Street/SR-60 Eastbound Ramps (a.m. and p.m. peak hours); and
- Riverside Avenue/Agua Mansa Road (a.m. peak hour).

All other study intersections are projected to operate at a satisfactory LOS.

### 7.5.2 Roadway Segments

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

- Rubidoux Boulevard, between Market Street and 28th Street;
- Rubidoux Boulevard, between 28th Street and 30th Street – SR-60 Westbound Off-Ramp;
- Market Street, between Rubidoux Boulevard and Agua Mansa Road;
- Market Street, between Agua Mansa Road and Via Cerro;
- Market Street, between Via Cerro and Rivera Street;
- Market Street, between Rivera Street and SR-60 Westbound Ramps;
- Agua Mansa Road, between Riverside Avenue and Hall Avenue; and
- Agua Mansa Road, between Wilson Street and Market Street.

It must be noted that only the two lane segment of Agua Mansa Road between Riverside Avenue and Hall Avenue is projected to operate at an unsatisfactory LOS. All other roadway segments are projected to operate at a satisfactory LOS.

## 7.6 CUMULATIVE (2022) WITH PROJECT LEVELS OF SERVICE

### 7.6.1 Study Intersections

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

- Rubidoux Boulevard/20th Street – Market Street (a.m. and p.m. peak hours);
- Rubidoux Boulevard/30th Street – SR-60 Westbound Off-Ramp (a.m. and p.m. peak hours);
- Rubidoux Boulevard/SR-60 Eastbound Off-Ramp - Frontage Road (a.m. and p.m. peak hours);
- Agua Mansa Road/Market Street (a.m. and p.m. peak hours);
- Market Street/Via Cerro (a.m. and p.m. peak hours);
- Market Street/Rivera Street (a.m. and p.m. peak hours);
- Market Street/SR-60 Westbound Ramps (p.m. peak hour);
- Market Street/SR-60 Eastbound Ramps (a.m. and p.m. peak hours); and
- Riverside Avenue/Agua Mansa Road (a.m. peak hour).

Apart from the intersection of Agua Mansa Road/Hall Avenue, all these intersections are forecast to operate at an unsatisfactory LOS even under cumulative without project conditions. Hence, the project contributes to the forecast deficiency at these intersections. As such, the project has a cumulative impact at these nine intersections. All other study intersections are projected to operate at a satisfactory LOS.

### 7.6.2 Roadway Segments

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

- Rubidoux Boulevard, between Market Street and 28th Street;
- Rubidoux Boulevard, between 28th Street and 30th Street – SR-60 Westbound Off-Ramp;
- Market Street, between Rubidoux Boulevard and Agua Mansa Road;
- Market Street, between Agua Mansa Road and Via Cerro;
- Market Street, between Via Cerro and Rivera Street;

- Market Street, between Rivera Street and SR-60 Westbound Ramps;
- Agua Mansa Road, between Riverside Avenue and Hall Avenue; and
- Agua Mansa Road, between Wilson Street and Market Street.

It must be noted that only the two lane segment of Agua Mansa Road between Riverside Avenue and Hall Avenue is projected to operate at an unsatisfactory LOS. All other roadway segments are projected to operate at a satisfactory LOS.

## 7.7 LIST OF CHAPTER 7.0 TABLES

- Table 7-A: Existing Intersection Levels of Service
- Table 7-B: Existing Roadway Segment Levels of Service
- Table 7-C: Project Completion Year (2022) Intersection Levels of Service
- Table 7-D: Project Completion Year (2022) Roadway Segment Levels of Service
- Table 7-E: Cumulative (2022) Intersection Levels of Service
- Table 7-F: Cumulative (2022) Roadway Segment Levels of Service

Table 7-A - Existing Intersection Levels of Service

Intersection	Jurisdiction	Control	LOS Standard	Without Project				With Project				Significant Impact
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.) <sup>1</sup>	LOS	Delay (sec.) <sup>1</sup>	LOS	
1 . Rubidoux Boulevard/20th Street - Market Street	City of Jurupa Valley	Signal	D	153.8	F *	122.0	F *	158.5	F *	153.6	F *	Yes
2 . Rubidoux Boulevard/28th Street	City of Jurupa Valley	Signal	D	7.8	A	9.1	A	7.7	A	9.0	A	No
3 . Rubidoux Boulevard/30th Street - State Route 60 Westbound Off-Ramp	Caltrans	Signal	45 sec	19.0	B	26.6	C	19.2	B	27.3	C	No
4 . Rubidoux Boulevard/State Route 60 Westbound On-Ramp	Caltrans	-	-	-	-	-	-	-	-	-	-	No
5 . Rubidoux Boulevard/State Route 60 Eastbound Off-Ramp - Frontage Road	Caltrans	Signal	45 sec	110.5	F *	44.3	D	113.2	F *	45.0	D	Yes
6 . Agua Mansa Road/Market Street	City of Jurupa Valley	Signal	D	37.4	D	35.3	D	50.5	D	43.6	D	No
7 . 24th Street/Via Cerro	City of Jurupa Valley	OWSC	D	9.6	A	9.5	A	9.6	A	9.5	A	No
8 . Market Street/Via Cerro	City of Jurupa Valley	Signal	D	31.0	C	40.5	D	31.5	C	41.0	D	No
9 . Market Street/Rivera Street	City of Riverside	Signal	D	50.5	D	33.0	C	52.5	D	33.3	C	No
10 . Market Street/State Route 60 Westbound Ramps	Caltrans	Signal	45 sec	15.0	B	24.2	C	14.8	B	24.2	C	No
11 . Market Street/State Route 60 Eastbound Ramps	Caltrans	Signal	45 sec	100.8	F *	234.5	F *	103.0	F *	231.1	F *	Yes
12 . Riverside Avenue/Agua Mansa Road	City of Colton/City of Rialto	Signal	D	36.7	D	33.4	C	37.4	D	33.9	C	No
13 . Agua Mansa Road/Hall Avenue	City of Jurupa Valley/County of San Bernardino	OWSC	D	14.2	B	14.5	B	15.8	C	15.6	C	No
14 . Agua Mansa Road/Brown Avenue	City of Jurupa Valley/County of San Bernardino	Signal	D	17.9	B	18.6	B	23.3	C	22.9	C	No
15 . Agua Mansa Road/Transfer Station Driveway	City of Jurupa Valley	Signal	D	4.1	A	9.3	A	4.1	A	9.4	A	No
16 . Project Driveway 1/Hall Avenue	City of Jurupa Valley	OWSC	D	Does Not Exist		Does Not Exist		9.0	A	9.2	A	No
17 . Project Driveway 2/Hall Avenue	City of Jurupa Valley	OWSC	D	Does Not Exist		Does Not Exist		9.2	A	9.3	A	No
18 . Project Driveway 3 - Brown Avenue/Hall Avenue	City of Jurupa Valley	OWSC	D	8.8	A	8.7	A	10.5	B	11.2	B	No
19 . Project Driveway 4/Hall Avenue	City of Jurupa Valley	OWSC	D	Does Not Exist		Does Not Exist		8.7	A	8.6	A	No

Notes:

- OWSC = One-Way Stop Control; LOS = Level of Service
- Delay = Average control delay in seconds (For OWSC intersections, reported delay is for worst-case movement).
- \* Exceeds LOS Goal
- <sup>1</sup> Minor decrease in average delay at some study intersections (without project vs. with project) is due to increase in through movement volumes, which compromises of the majority of traffic passing through that intersection.
- There is no traffic control at the intersection of Rubidoux Boulevard/State Route 60 Westbound On-Ramp. Hence, Synchro did not generate an LOS at this intersection.



Table 7-B - Existing Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Functional Classification <sup>1</sup>	Roadway Capacity <sup>2</sup>	Without Project		With Project	
				Daily Volume	LOS	Daily Volume	LOS
<b>Segments on Rubidoux Boulevard</b>							
1 . Rubidoux Boulevard, between Market Street and 28th Street	City of Jurupa Valley	4 Lane Major	34,100	19,537	C	19,998	C
2 . Rubidoux Boulevard, between 28th Street and 30th Street - SR-60 Westbound Off-Ramp	City of Jurupa Valley	4 Lane Major	34,100	22,049	C	22,510	C
<b>Segments on Market Street</b>							
3 . Market Street, between Rubidoux Boulevard and Agua Mansa Road	City of Jurupa Valley	4 Lane Secondary	25,900	21,924	D	22,387	D
4 . Market Street, between Agua Mansa Road and Via Cerro	City of Jurupa Valley	2 Lane Secondary	13,000	16,573	F *	16,982	F *
5 . Market Street, between Via Cerro and Rivera Street	City of Jurupa Valley	2 Lane Secondary (City of Jurupa Valley)	13,000	21,965	F *	22,322	F *
	City of Riverside	2 Lane 100 feet Arterial (City of Riverside)	18,200		F *		F *
6 . Market Street, between Rivera Street and SR-60 Westbound Ramps	City of Riverside	4 Lane 100 feet Arterial	36,400	29,031	C	29,336	C
<b>Segments on Agua Mansa Road</b>							
7 . Agua Mansa Road, between Riverside Avenue and Hall Avenue	City of Rialto	2 Lane Major Arterial	19,800	13,448	B	13,636	B
	City of Rialto	4 Lane Major Arterial	39,600		B		B
8 . Agua Mansa Road, between Hall Avenue and Brown Avenue	City of Jurupa Valley	4 Lane Secondary	25,900	11,948	C	12,522	C
9 . Agua Mansa Road, between Brown Avenue and Wilson Street	City of Jurupa Valley	3 Lane Secondary	19,500	10,362	C	11,231	C
10 . Agua Mansa Road, between Wilson Street and Market Street	City of Jurupa Valley	2 Lane Secondary	13,000	12,952	F *	13,821	F *

Notes:

LOS = Level of Service; PCE = Passenger Car Equivalent

\* Exceeds LOS Goal

<sup>1</sup> For segment 6, the functional classification has been obtained from the City of Riverside *General Plan 2025*, dated November 2007. For segment 7, the functional classification has been obtained from the City of Rialto *General Plan*, dated December 2010. Functional classifications for all other segments have been obtained from the City of Jurupa Valley *Draft 2017 General Plan*, dated April 2017. Segment 5 falls partly within the City of Jurupa Valley and partly within the City of Riverside. Hence, different functional classifications have been considered for the two parts based on the respective jurisdictions.

<sup>2</sup> For segment 6, the roadway capacity has been obtained from Exhibit D of the City of Riverside Public Works Department *Traffic Impact Analysis Preparation Guide*, dated December 2017. The upper limit of the LOS E threshold for this segment has been obtained by adding the similar increase in Two-Way Average Daily Traffic (ADT) Volumes, from Service Levels C to D and D to E, to the lower limit of Service Level E. For segment 7, the roadway capacities have been obtained from Exhibit D of the City of Rialto *Traffic Impact Analysis Report Guidelines and Requirements*, dated December 2013. Since capacities are not provided for Major Arterials in this exhibit, the capacities for Arterial have been used, since this segment has a similar right-of-way width. The upper limit of the LOS E threshold for this segment has been obtained by adding the similar increase in Two-Way ADT Volumes, from Service Levels C to D and D to E, to the lower limit of Service Level E. Capacities for all other segments have been obtained from the City of Jurupa Valley General Plan. Segment 5 falls partly within the City of Jurupa Valley and partly within the City of Riverside. Hence, different capacities have been considered for the two parts based on the respective jurisdictions.

Table 7-C - Project Completion Year (2022) Intersection Levels of Service

Intersection	Jurisdiction	Control	LOS Standard	Without Project				With Project				Significant Impact
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.) <sup>1</sup>	LOS	Delay (sec.) <sup>1</sup>	LOS	
1 . Rubidoux Boulevard/20th Street - Market Street	City of Jurupa Valley	Signal	D	177.9	F *	141.8	F *	182.4	F *	174.3	F *	Yes
2 . Rubidoux Boulevard/28th Street	City of Jurupa Valley	Signal	D	8.0	A	9.3	A	7.9	A	9.2	A	No
3 . Rubidoux Boulevard/30th Street - State Route 60 Westbound Off-Ramp	Caltrans	Signal	45 sec	21.6	C	33.3	C	21.9	C	34.2	C	No
4 . Rubidoux Boulevard/State Route 60 Westbound On-Ramp	Caltrans	-	-	-	-	-	-	-	-	-	-	No
5 . Rubidoux Boulevard/State Route 60 Eastbound Off-Ramp - Frontage Road	Caltrans	Signal	45 sec	131.2	F *	51.8	D *	133.8	F *	52.6	D *	Yes
6 . Agua Mansa Road/Market Street	City of Jurupa Valley	Signal	D	42.5	D	40.4	D	62.5	E *	52.3	D	Yes
7 . 24th Street/Via Cerro	City of Jurupa Valley	OWSC	D	9.7	A	9.6	A	9.7	A	9.6	A	No
8 . Market Street/Via Cerro	City of Jurupa Valley	Signal	D	33.6	C	45.0	D	34.5	C	46.2	D	No
9 . Market Street/Rivera Street	City of Riverside	Signal	D	62.9	E *	33.4	C	65.0	E *	33.7	C	Yes
10 . Market Street/State Route 60 Westbound Ramps	Caltrans	Signal	45 sec	15.7	B	25.8	C	15.6	B	25.9	C	No
11 . Market Street/State Route 60 Eastbound Ramps	Caltrans	Signal	45 sec	127.4	F *	262.7	F *	129.6	F *	259.4	F *	Yes
12 . Riverside Avenue/Agua Mansa Road	City of Colton/City of Rialto	Signal	D	41.5	D	37.3	D	42.5	D	37.8	D	No
13 . Agua Mansa Road/Hall Avenue	City of Jurupa Valley/County of San Bernardino	OWSC	D	14.9	B	15.2	C	16.7	C	16.4	C	No
14 . Agua Mansa Road/Brown Avenue	City of Jurupa Valley/County of San Bernardino	Signal	D	18.1	B	19.0	B	23.1	C	23.2	C	No
15 . Agua Mansa Road/Transfer Station Driveway	City of Jurupa Valley	Signal	D	4.3	A	9.5	A	4.2	A	9.7	A	No
16 . Project Driveway 1/Hall Avenue	City of Jurupa Valley	OWSC	D	Does Not Exist		Does Not Exist		9.0	A	9.3	A	No
17 . Project Driveway 2/Hall Avenue	City of Jurupa Valley	OWSC	D	Does Not Exist		Does Not Exist		9.2	A	9.4	A	No
18 . Project Driveway 3 - Brown Avenue/Hall Avenue	City of Jurupa Valley	OWSC	D	8.8	A	8.7	A	10.5	B	11.2	B	No
19 . Project Driveway 4/Hall Avenue	City of Jurupa Valley	OWSC	D	Does Not Exist		Does Not Exist		8.7	A	8.6	A	No

Notes:

OWSC = One-Way Stop Control; LOS = Level of Service

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

\* Exceeds LOS Goal

<sup>1</sup> Minor decrease in average delay at some study intersections (without project vs. with project) is due to increase in through movement volumes, which compromises of the majority of traffic passing through that intersection.

- There is no traffic control at the intersection of Rubidoux Boulevard/State Route 60 Westbound On-Ramp. Hence, Synchro did not generate an LOS at this intersection.

Table 7-D - Project Completion Year (2022) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Functional Classification <sup>1</sup>	Roadway Capacity <sup>2</sup>	Without Project		With Project		
				Daily Volume	LOS	Daily Volume	LOS	
<b>Segments on Rubidoux Boulevard</b>								
1 . Rubidoux Boulevard, between Market Street and 28th Street	City of Jurupa Valley	4 Lane Major	34,100	21,100	C	21,561	C	
2 . Rubidoux Boulevard, between 28th Street and 30th Street - SR-60 Westbound Off-Ramp	City of Jurupa Valley	4 Lane Major	34,100	23,813	C	24,274	C	
<b>Segments on Market Street<sup>3</sup></b>								
3 . Market Street, between Rubidoux Boulevard and Agua Mansa Road	City of Jurupa Valley	4 Lane Secondary	25,900	23,678	E *	24,141	E *	
4 . Market Street, between Agua Mansa Road and Via Cerro	City of Jurupa Valley	2 Lane Secondary	13,000	17,899	F *	18,308	F *	
5 . Market Street, between Via Cerro and Rivera Street	City of Jurupa Valley	4 Lane Secondary	25,900	23,722	E *	24,079	E *	
	City of Riverside	4 Lane 100 feet Arterial	36,400		B		B	
6 . Market Street, between Rivera Street and SR-60 Westbound Ramps	City of Riverside	4 Lane 100 feet Arterial	36,400	31,353	D	31,658	D	
<b>Segments on Agua Mansa Road</b>								
7 . Agua Mansa Road, between Riverside Avenue and Hall Avenue	City of Rialto	2 Lane Major Arterial	19,800	14,524	C	14,712	C	
	City of Rialto	4 Lane Major Arterial	39,600		B		B	
8 . Agua Mansa Road, between Hall Avenue and Brown Avenue	City of Jurupa Valley	4 Lane Secondary	25,900	12,904	C	13,478	C	
9 . Agua Mansa Road, between Brown Avenue and Wilson Street	City of Jurupa Valley	3 Lane Secondary	19,500	11,191	C	12,060	C	
10 . Agua Mansa Road, between Wilson Street and Market Street	City of Jurupa Valley	2 Lane Secondary	13,000	13,988	F *	14,857	F *	

Notes:

LOS = Level of Service; PCE = Passenger Car Equivalent

\* Exceeds LOS Goal

<sup>1</sup> For segment 6, the functional classification has been obtained from the City of Riverside *General Plan 2025*, dated November 2007. For segment 7, the functional classification has been obtained from the City of Rialto *General Plan*, dated December 2010. Functional classifications for all other segments have been obtained from the City of Jurupa Valley *Draft 2017 General Plan*, dated April 2017. Segment 5 falls partly within the City of Jurupa Valley and partly within the City of Riverside. Hence, different functional classifications have been considered for the two parts based on the respective jurisdictions.

<sup>2</sup> For segment 6, the roadway capacity has been obtained from Exhibit D of the City of Riverside Public Works Department *Traffic Impact Analysis Preparation Guide*, dated December 2017. The upper limit of the LOS E threshold for this segment has been obtained by adding the similar increase in Two-Way Average Daily Traffic (ADT) Volumes, from Service Levels C to D and D to E, to the lower limit of Service Level E. For segment 7, the roadway capacities have been obtained from Exhibit D of the City of Rialto *Traffic Impact Analysis Report Guidelines and Requirements*, dated December 2013. Since capacities are not provided for Major Arterials in this exhibit, the capacities for Arterial have been used, since this segment has a similar right-of-way width. The upper limit of the LOS E threshold for this segment has been obtained by adding the similar increase in Two-Way ADT Volumes, from Service Levels C to D and D to E, to the lower limit of Service Level E. Capacities for all other segments have been obtained from the City of Jurupa Valley General Plan. Segment 5 falls partly within the City of Jurupa Valley and partly within the City of Riverside. Hence, different capacities have been considered for the two parts based on the respective jurisdictions.

<sup>3</sup> It should be noted that Market Street between Rubidoux Boulevard and Rivera Street is classified as a 4-lane Secondary arterial, with fully funded segment widening from 2 to 4 lanes between Via Cerro and Rivera Street intersections that is environmentally cleared and is currently at PS&E phase.

Table 7-E - Cumulative (2022) Intersection Levels of Service

Intersection	Jurisdiction	Control	LOS Standard	Without Project				With Project				Significant Impact
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.) <sup>1</sup>	LOS	Delay (sec.) <sup>1</sup>	LOS	
1 . Rubidoux Boulevard/20th Street - Market Street	City of Jurupa Valley	Signal	D	247.5	F *	318.7	F *	251.2	F *	348.6	F *	Yes
2 . Rubidoux Boulevard/28th Street	City of Jurupa Valley	Signal	D	19.3	B	36.4	D	19.7	B	42.4	D	No
3 . Rubidoux Boulevard/30th Street - State Route 60 Westbound Off-Ramp	Caltrans	Signal	45 sec	114.0	F *	213.6	F *	125.5	F *	228.3	F *	Yes
4 . Rubidoux Boulevard/State Route 60 Westbound On-Ramp	Caltrans	-	-	-	-	-	-	-	-	-	-	No
5 . Rubidoux Boulevard/State Route 60 Eastbound Off-Ramp - Frontage Road	Caltrans	Signal	45 sec	137.3	F *	64.0	E *	140.0	F *	64.7	E *	Yes
6 . Agua Mansa Road/Market Street	City of Jurupa Valley	Signal	D	66.7	E *	63.8	E *	93.8	F *	92.0	F *	Yes
7 . 24th Street/Via Cerro	City of Jurupa Valley	OWSC	D	9.7	A	9.7	A	9.7	A	9.7	A	No
8 . Market Street/Via Cerro	City of Jurupa Valley	Signal	D	138.2	F *	220.6	F *	152.5	F *	239.2	F *	Yes
9 . Market Street/Rivera Street	City of Riverside	Signal	D	145.7	F *	79.5	E *	147.4	F *	87.3	F *	Yes
10 . Market Street/State Route 60 Westbound Ramps	Caltrans	Signal	45 sec	15.5	B	78.3	E *	15.4	B	87.6	F *	Yes
11 . Market Street/State Route 60 Eastbound Ramps	Caltrans	Signal	45 sec	214.5	F *	352.3	F *	217.8	F *	362.6	F *	Yes
12 . Riverside Avenue/Agua Mansa Road	City of Colton/City of Rialto	Signal	D	63.7	E *	50.3	D	64.9	E *	52.9	D	Yes
13 . Agua Mansa Road/Hall Avenue	City of Jurupa Valley/County of San Bernardino	OWSC	D	19.2	C	18.1	C	22.1	C	19.8	C	No
14 . Agua Mansa Road/Brown Avenue	City of Jurupa Valley/County of San Bernardino	Signal	D	19.2	B	19.9	B	23.5	C	23.8	C	No
15 . Agua Mansa Road/Transfer Station Driveway	City of Jurupa Valley	Signal	D	4.3	A	8.6	A	4.5	A	9.1	A	No
16 . Project Driveway 1/Hall Avenue	City of Jurupa Valley	OWSC	D	Does Not Exist		Does Not Exist		9.7	A	9.7	A	No
17 . Project Driveway 2/Hall Avenue	City of Jurupa Valley	OWSC	D	Does Not Exist		Does Not Exist		9.9	A	9.9	A	No
18 . Project Driveway 3 - Brown Avenue/Hall Avenue	City of Jurupa Valley	OWSC	D	9.2	A	9.4	A	11.8	B	12.9	B	No
19 . Project Driveway 4/Hall Avenue	City of Jurupa Valley	OWSC	D	Does Not Exist		Does Not Exist		9.0	A	8.7	A	No

Notes:

OWSC = One-Way Stop Control; LOS = Level of Service

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

\* Exceeds LOS Goal

<sup>1</sup> Minor decrease in average delay at some study intersections (without project vs. with project) is due to increase in through movement volumes, which compromises of the majority of traffic passing through that intersection.

- There is no traffic control at the intersection of Rubidoux Boulevard/State Route 60 Westbound On-Ramp. Hence, Synchro did not generate an LOS at this intersection.

Table 7-F - Cumulative (2022) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Functional Classification <sup>1</sup>	Roadway Capacity <sup>2</sup>	Without Project		With Project	
				Daily Volume	LOS	Daily Volume	LOS
<b>Segments on Rubidoux Boulevard</b>							
1 . Rubidoux Boulevard, between Market Street and 28th Street	City of Jurupa Valley	4 Lane Major	34,100	37,509	F *	37,970	F *
2 . Rubidoux Boulevard, between 28th Street and 30th Street - SR-60 Westbound Off-Ramp	City of Jurupa Valley	4 Lane Major	34,100	42,697	F *	43,158	F *
<b>Segments on Market Street<sup>3</sup></b>							
3 . Market Street, between Rubidoux Boulevard and Agua Mansa Road	City of Jurupa Valley	4 Lane Secondary	25,900	37,022	F *	37,485	F *
4 . Market Street, between Agua Mansa Road and Via Cerro	City of Jurupa Valley	2 Lane Secondary	13,000	34,315	F *	34,724	F *
5 . Market Street, between Via Cerro and Rivera Street	City of Jurupa Valley	4 Lane Secondary	25,900	42,368	F *	42,725	F *
	City of Riverside	4 Lane 100 feet Arterial	36,400		F *		F *
6 . Market Street, between Rivera Street and SR-60 Westbound Ramps	City of Riverside	4 Lane 100 feet Arterial	36,400	48,837	F *	49,142	F *
<b>Segments on Agua Mansa Road</b>							
7 . Agua Mansa Road, between Riverside Avenue and Hall Avenue	City of Rialto	2 Lane Major Arterial	19,800	19,350	E *	19,538	E *
	City of Rialto	4 Lane Major Arterial	39,600		B		B
8 . Agua Mansa Road, between Hall Avenue and Brown Avenue	City of Jurupa Valley	4 Lane Secondary	25,900	17,154	C	17,728	C
9 . Agua Mansa Road, between Brown Avenue and Wilson Street	City of Jurupa Valley	3 Lane Secondary	19,500	16,101	D	16,970	D
10 . Agua Mansa Road, between Wilson Street and Market Street	City of Jurupa Valley	2 Lane Secondary	13,000	19,104	F *	19,973	F *

Notes:

LOS = Level of Service; PCE = Passenger Car Equivalent

\* Exceeds LOS Goal

<sup>1</sup> For segment 6, the functional classification has been obtained from the City of Riverside *General Plan 2025*, dated November 2007. For segment 7, the functional classification has been obtained from the City of Rialto *General Plan*, dated December 2010. Functional classifications for all other segments have been obtained from the City of Jurupa Valley *Draft 2017 General Plan*, dated April 2017. Segment 5 falls partly within the City of Jurupa Valley and partly within the City of Riverside. Hence, different functional classifications have been considered for the two parts based on the respective jurisdictions.

<sup>2</sup> For segment 6, the roadway capacity has been obtained from Exhibit D of the City of Riverside Public Works Department *Traffic Impact Analysis Preparation Guide*, dated December 2017. The upper limit of the LOS E threshold for this segment has been obtained by adding the similar increase in Two-Way Average Daily Traffic (ADT) Volumes, from Service Levels C to D and D to E, to the lower limit of Service Level E. For segment 7, the roadway capacities have been obtained from Exhibit D of the City of Rialto *Traffic Impact Analysis Report Guidelines and Requirements*, dated December 2013. Since capacities are not provided for Major Arterials in this exhibit, the capacities for Arterial have been used, since this segment has a similar right-of-way width. The upper limit of the LOS E threshold for this segment has been obtained by adding the similar increase in Two-Way ADT Volumes, from Service Levels C to D and D to E, to the lower limit of Service Level E. Capacities for all other segments have been obtained from the City of Jurupa Valley General Plan. Segment 5 falls partly within the City of Jurupa Valley and partly within the City of Riverside. Hence, different capacities have been considered for the two parts based on the respective jurisdictions.

<sup>3</sup> It should be noted that Market Street between Rubidoux Boulevard and Rivera Street is classified as a 4-lane Secondary arterial, with fully funded segment widening from 2 to 4 lanes between Via Cerro and Rivera Street intersections that is environmentally cleared and is currently at PS&E phase.

## 8.0 CIRCULATION IMPROVEMENTS AND FUNDING SOURCES

### 8.1 RECOMMENDED IMPROVEMENTS

At intersections where the level of service is forecast to be unsatisfactory or where the project would have a significant impact, the City requires that improvements be identified to improve the intersection LOS to D or better. Based on the results, the recommended improvements are as follows.

#### 8.1.1 Existing with Project Conditions

- **Rubidoux Boulevard/20th Street – Market Street (City of Jurupa Valley):** Add a second southbound left-turn lane by shifting the southbound approach lanes to the westerly direction. Add a dedicated westbound left-turn lane by cutting into the existing raised median. Restripe the existing westbound through-left lane to a westbound through lane. Add a right-turn overlap phasing for the northbound right-turn lane. Convert the signal timing from split phasing to protected left-turn phasing for the east/west directions. Cost for implementation of improvements at this intersection will be shared between the project, Caterpillar Business Park project and the Agua Mansa Commerce Park project.
- **Rubidoux Boulevard/SR-60 Eastbound Off-Ramp – Frontage Road (Caltrans):** Since this intersection is part of the future interchange improvements covered by the Western Riverside County Council of Governments (WRCOG) Transportation Uniform Mitigation Fee Nexus Study (TUMF), the project would contribute its assessed fee to the fee program.
- **Market Street/SR-60 Eastbound Ramps (Caltrans):** No mitigation is feasible at this intersection due to right-of-way constraints. Therefore, the intersection is forecast to continue to operate at a deficient LOS.

#### 8.1.2 Project Completion Year (2022) with Project Conditions

- **Rubidoux Boulevard/20th Street – Market Street (City of Jurupa Valley):** Add a second southbound left-turn lane by shifting the southbound approach lanes to the westerly direction. Add a dedicated westbound left-turn lane by cutting into the existing raised median. Restripe the existing westbound through-left lane to a westbound through lane. Add a right-turn overlap phasing for the northbound right-turn lane. Convert the signal timing from split phasing to protected left-turn phasing for the east/west directions. Cost for implementation of improvements at this intersection will be shared between the project, Caterpillar Business Park project and the Agua Mansa Commerce Park project.
- **Rubidoux Boulevard/SR-60 Eastbound Off-Ramp – Frontage Road (Caltrans):** Since this intersection is part of the future interchange improvements covered by TUMF, the project would contribute its assessed fee to the fee program.
- **Agua Mansa Road/Market Street (City of Jurupa Valley):** Add a dedicated southbound right-turn lane.

- **Market Street/Rivera Street (City of Riverside):** No mitigation is feasible at this intersection due to right-of-way constraints. Therefore, the intersection is forecast to continue to operate at a deficient LOS.
- **Market Street/SR-60 Eastbound Ramps (Caltrans):** No mitigation is feasible at this intersection due to right-of-way constraints. Therefore, the intersection is forecast to continue to operate at a deficient LOS.

### 8.1.3 Cumulative (2022) with Project Conditions

- **Rubidoux Boulevard/20th Street – Market Street (City of Jurupa Valley):** Add a second southbound left-turn lane by shifting the southbound approach lanes to the westerly direction. Add two dedicated westbound left-turn lanes by shifting the westbound approach lanes to the northerly direction and cutting into the existing raised median. Restripe the existing westbound through-left lane to a westbound through lane. Add a dedicated eastbound right-turn lane. Add a right-turn overlap phasing for the northbound right-turn lane. Convert the signal timing from split phasing to protected left-turn phasing for the east/west directions. Cost for implementation of improvements at this intersection will be shared between the project, Caterpillar Business Park project and the Agua Mansa Commerce Park project.
- **Rubidoux Boulevard/30th Street – SR-60 Westbound Off-Ramp (Caltrans):** Since this intersection is part of the future interchange improvements covered by TUMF, the project would contribute its assessed fee to the fee program.
- **Rubidoux Boulevard/SR-60 Eastbound Off-Ramp – Frontage Road (Caltrans):** Since this intersection is part of the future interchange improvements covered by TUMF, the project would contribute its assessed fee to the fee program.
- **Agua Mansa Road/Market Street (City of Jurupa Valley):** Add a dedicated southbound right-turn lane. Add a right-turn overlap phasing for the southbound right-turn lane. Cost for implementation of improvements at this intersection will be shared between the project, Caterpillar Business Park project and the Agua Mansa Commerce Park project.
- **Market Street/Via Cerro (City of Jurupa Valley):** Add a southbound through lane and a northbound through lane. The additional through-lanes are covered by TUMF.
- **Market Street/Rivera Street (City of Riverside):** No mitigation is feasible at this intersection due to right-of-way constraints. Therefore, the intersection is forecast to continue to operate at a deficient LOS.
- **Market Street/SR-60 Westbound Ramps (Caltrans):** No mitigation is feasible at this intersection due to right-of-way constraints. Therefore, the intersection is forecast to continue to operate at a deficient LOS.

- **Market Street/SR-60 Eastbound Ramps (Caltrans):** No mitigation is feasible at this intersection due to right-of-way constraints. Therefore, the intersection is forecast to continue to operate at a deficient LOS.
- **Riverside Avenue/Agua Mansa Road (City of Colton, City of Rialto):** Restripe the westbound right turn lane to a westbound shared through-right lane. The project applicant will coordinate with both of these jurisdictions regarding the feasibility of this improvement.

Table 8-A lists the intersection improvements required to meet the City's and other jurisdictions' LOS standards as outlined in Sections 8.1.1 to 8.1.3. Table 8-A also summarizes the project fair share corresponding to the improvement recommended and the funding programs in place that covers recommended improvements. Table 8-B summarizes the project contribution to total new intersection traffic volumes and the fair share calculations. Tables 8-C, 8-D, and 8-E summarize the LOS at study area intersections with the recommended improvements under existing, project completion (2022), and cumulative (2022) with project conditions.

It should be noted that the recommended improvements covered through TUMF or by payment of fair share are not considered adequate mitigation measures. This is because there is no guaranteed timeline for implementation of these improvements through the TUMF program or fair share. Therefore, impacts at intersections where mitigations are included through the TUMF program or payment of fair share should be considered significant and unavoidable.

As previously mentioned in Chapter 2, impacts at roadway segments are not considered to be significant under CEQA. Therefore, no recommended improvements for roadway segments have been included. As such, all roadway segments are built out to its General Plan configurations with the exception of the following:

- **Market Street, between Agua Mansa Road and Via Cerro (City of Jurupa Valley):** This segment is classified as a 4-lane secondary in the City's General Plan. The widening is included in the TUMF program. There is adequate right-of-way available for widening of this segment.
- **Market Street, between Via Cerro and Rivera Street (City of Jurupa Valley/City of Riverside):** It should be noted that widening of this segment from 2 to 4 lanes is fully funded, is environmentally cleared and is currently at PS&E phase. It is anticipated that this improvement will be implemented prior to the completion of the project. Therefore, this improvement has been considered in place under project opening year and cumulative conditions. As such, this segment is forecasted to operate at a deficient LOS under opening year and cumulative conditions, even after implementation of the proposed widening.

All remaining roadway segments operating at a deficient LOS is forecasted to continue to operate at a deficient LOS with no feasible mitigations. Therefore, impacts at these segments will remain significant and unavoidable.

## 8.2 FUNDING SOURCES AND MECHANISMS

Where there is a funding mechanism (fee program) for the recommended improvements, payment into the fee program would be considered sufficient project obligation to alleviate project impacts.



At study locations where the addition of project traffic creates a direct significant impact (existing with project conditions) and there is no funding mechanism in place, the project will be responsible for the implementation of the improvement. At locations where the project adds to or creates a forecast deficiency and there is no funding mechanism in place (project completion and cumulative conditions), the project is responsible for its fair-share payment.

### 8.2.1 Transportation Uniform Mitigation Fee (TUMF) Program

The underlying purpose of the TUMF program is “the need to establish a comprehensive funding source to mitigate the cumulative regional transportation impacts of new development on regional arterial highways.” As new development occurs in western Riverside County, the cumulative transportation impacts of this new development are reflected in increased demand for transportation infrastructure leading to decreased levels of service, increased delay and increased congestion on regional transportation facilities, and an overall decline in regional mobility. Therefore, the need to invest in additional transportation infrastructure to meet the increased travel demand and to sustain pre-development traffic conditions to “keep traffic flowing” represents the fundamental premise of the TUMF program.

### 8.2.2 Project Fair Share

In the absence of a fee program where the project has an impact on the roadway network, the project shall pay its fair share of the cost required to mitigate the impacts. Based on discussion with City staff, the fair share calculations shall be based on the methodology found in the Caltrans *Guide for the Preparation of Traffic Impact Studies*, dated December 2002. The project’s fair share has been calculated based on project traffic as a percentage of the difference between build-out growth and the sum of existing traffic volumes and traffic from future approved projects. Since the project has a cumulative, significant impact at the intersections of Rubidoux Boulevard/20th Street – Market Street, Agua Mansa Road/Market Street, Riverside Avenue/Agua Mansa Road, and Agua Mansa Road/Hall Avenue, the project will be required to pay its fair share. Previously referenced Table 8-A summarizes the project fair share for the recommended improvements.

## 8.3 LIST OF CHAPTER 8.0 FIGURES AND TABLES

- Figure 8-1: Cumulative (2022) with Project with Improvements Intersection Geometrics and Traffic Control
- Table 8-A: Recommended Project Intersection Improvements and Fair Share
- Table 8-B: Project Contribution to Total New Intersection Traffic Volumes
- Table 8-C: Existing with Project Recommended Improvements Intersection Levels of Service
- Table 8-D: Project Completion Year (2022) with Project Recommended Improvements Intersection Levels of Service
- Table 8-E: Cumulative (2022) with Project Recommended Improvements Intersection Levels of Service

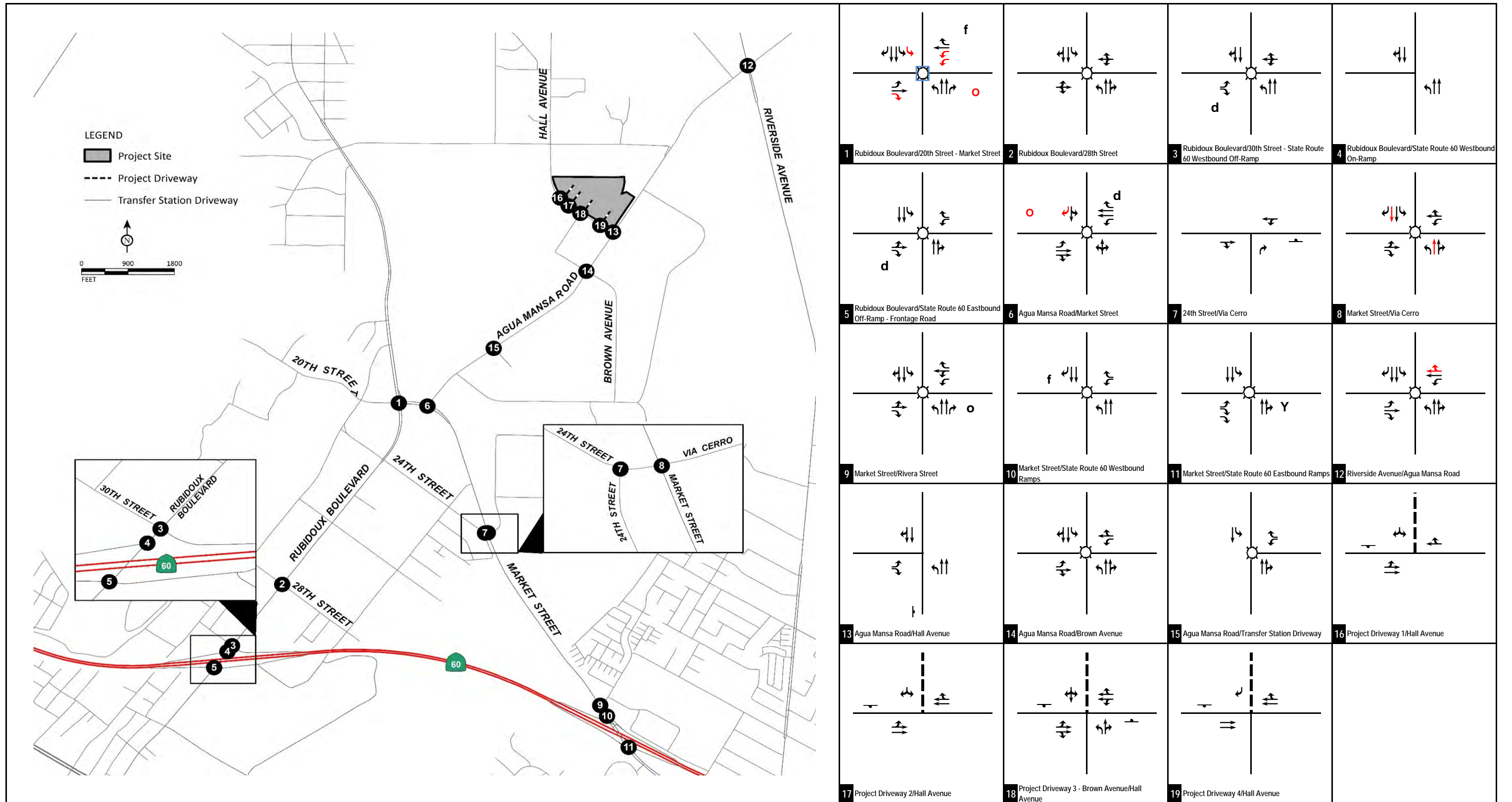


FIGURE 8-1

LSA

- Legend**
- Signal
  - Stop Sign
  - Defacto right turn
  - Free right-turn
  - Right-turn overlap
  - Yield
  - Project Driveway
  - Change signal phasing
  - Recommended Improvements

Agua Mansa Industrial  
Traffic Impact Analysis

Cumulative (2022) with Project with Improvements Intersection Geometrics and Traffic Control

**Table 8-A - Recommended Project Intersection Improvements and Fair Share**

Intersection	Jurisdiction	Existing with Project Improvements	Project Completion Year (2021) with Project Improvements	Cumulative (2021) with Project Improvements	Funded Improvements (WRCOG TUMF) <sup>1, 5</sup>	Improvements Not Funded	Project Fair Share <sup>2, 5</sup>
1 . Rubidoux Boulevard/20th Street - Market Street	City of Jurupa Valley	Add a second SBL, WBL. Add right-turn overlap phasing for NBR. Retime signal timing from split phasing to protected phasing for the EB/WB directions.	Add a second SBL, WBL. Add right turn overlap phasing for NBR. Retime signal timing from split phasing to protected phasing for the EB/WB directions.	Add a second SBL, 2 WBL, EBR. Add right-turn overlap phasing for NBR. Retime signal timing from split phasing to protected phasing for the EB/WB directions.	None	Add a second SBL, 2 WBL, EBR. Add right-turn overlap phasing for NBR. Retime signal timing from split phasing to protected phasing for the EB/WB directions.	32.98%
3 . Rubidoux Boulevard/30th Street - State Route 60 Westbound Off-Ramp	Caltrans	None	None	Future interchange improvements.	Future interchange improvements.	None	N/A <sup>3</sup>
5 . Rubidoux Boulevard/State Route 60 Eastbound Off-Ramp - Frontage Road	Caltrans	Future interchange improvements.	Future interchange improvements.	Future interchange improvements.	Future interchange improvements.	None	N/A <sup>3</sup>
6 . Agua Mansa Road/Market Street	City of Jurupa Valley	None	Add SBR.	Add SBR with right-turn overlap phasing.	None	Add SBR with right-turn overlap phasing.	54.60%
8 . Market Street/Via Cerro	City of Jurupa Valley	None	None	Add SBT, NBT.	Add SBT, NBT.	None	N/A
9 . Market Street/Rivera Street	City of Riverside	None	No feasible mitigation.	No feasible mitigation.	None	None	N/A <sup>4</sup>
10 . Market Street/State Route 60 Westbound Ramps	Caltrans	None	None	No feasible mitigation.	None	None	N/A <sup>4</sup>
11 . Market Street/State Route 60 Eastbound Ramps	Caltrans	No feasible mitigation.	No feasible mitigation.	No feasible mitigation.	None	None	N/A <sup>4</sup>
12 . Riverside Avenue/Agua Mansa Road	City of Colton/City of Rialto	None	None	Restripe WBR to WBTR.	None	Restripe WBR to WBTR.	16.12%

**Notes:**

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

L, T, R = Left, Through, Right

WRCOG TUMF = Western Riverside County Council of Governments Transportation Uniform Mitigation Fee

<sup>1</sup> All improvements are covered through the WRCOG TUMF Nexus Study program. The project would contribute its assessed fee to the fee program.

<sup>2</sup> The project's fair share has been calculated based on project traffic as a percentage of total growth from existing to cumulative (2020) conditions.

<sup>3</sup> The project would have a cumulative significant impact at these locations or adds to the existing deficiency. Interchange reconstruction required to mitigate impacts. Interchange reconstruction is covered under TUMF.

<sup>4</sup> The project would have a cumulative significant impact at this location or adds to the existing deficiency. Due to right-of-way constraint there are no further improvements feasible. The intersection is forecasted to continue to operate at a deficient LOS after mitigations.

<sup>5</sup> Recommended improvements covered through the TUMF program and fair share contributions are not considered adequate mitigation measures. This is because there is no guaranteed timeline for implementation of these improvements through the TUMF program or fair share contribution. Therefore, impacts at intersections where mitigations are included through TUMF or payment of the project's fair share should be considered significant and unavoidable.

**Table 8-B - Project Contribution to Total New Intersection Traffic Volumes**

Intersection	A.M. Peak Hour					P.M. Peak Hour					Project Fair Share %
	Total Volume			Project Trips	AM Fair Share %	Total Volume			Project Trips	PM Fair Share %	
	Existing	Cumulative Project Trips	Cumul + Project			Existing	Cumulative Project Trips	Cumul + Project			
1 . Rubidoux Boulevard/20th Street - Market Street	2,370	2,138	4,790	93	32.98%	2,779	2,389	5,493	102	31.38%	<b>32.98%</b>
6 . Agua Mansa Road/Market Street	1,872	1,145	3,343	178	54.60%	2,182	1,291	3,843	195	52.70%	<b>54.60%</b>
12 . Riverside Avenue/Agua Mansa Road	3,175	542	4,021	49	16.12%	3,308	589	4,217	55	17.19%	<b>16.12%</b>

Notes:

**Bold** = Project Fair Share Percentage is the highest fair share value of the AM and PM peak hour when both peak hours are impacted by the project, or only in the peak hour where the project has an impact.

Table 8-C - Existing with Project Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	With Project Without Improvements				With Project With Improvements					
		Control	A.M. Peak Hour		P.M. Peak Hour		Control	A.M. Peak Hour		P.M. Peak Hour	
			Delay (sec.)	LOS	Delay (sec.)	LOS		Delay (sec.)	LOS	Delay (sec.)	LOS
1 . Rubidoux Boulevard/20th Street - Market Street	City of Jurupa Valley	Signal	158.5	F *	153.6	F *	Signal	42.4	D	43.6	D
5 . Rubidoux Boulevard/State Route 60 Eastbound Off-Ramp - Frontage Road	Caltrans	Signal	113.2	F *	45.0	D	Signal	113.2	F *	45.0	D
11 . Market Street/State Route 60 Eastbound Ramps	Caltrans	Signal	103.0	F *	231.1	F *	Signal	103.0	F *	231.1	F *

Notes:  
 LOS = Level of Service  
 Delay = Average control delay in seconds.  
 \* Exceeds LOS Goal

Table 8-D - Project Completion Year (2022) with Project Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	With Project Without Improvements				With Project With Improvements					
		Control	A.M. Peak Hour		P.M. Peak Hour		Control	A.M. Peak Hour		P.M. Peak Hour	
			Delay (sec.)	LOS	Delay (sec.)	LOS		Delay (sec.)	LOS	Delay (sec.)	LOS
1 . Rubidoux Boulevard/20th Street - Market Street	City of Jurupa Valley	Signal	182.4	F *	174.3	F *	Signal	42.7	D	42.0	D
5 . Rubidoux Boulevard/State Route 60 Eastbound Off-Ramp - Frontage Road	Caltrans	Signal	133.8	F *	52.6	D *	Signal	133.8	F *	52.6	D *
6 . Agua Mansa Road/Market Street	City of Jurupa Valley	Signal	62.5	E *	52.3	D	Signal	31.5	C	39.8	D
9 . Market Street/Rivera Street	City of Riverside	Signal	65.0	E *	33.7	C	Signal	65.0	E *	33.7	C
11 . Market Street/State Route 60 Eastbound Ramps	Caltrans	Signal	129.6	F *	259.4	F *	Signal	129.6	F *	259.4	F *

Notes:  
 LOS = Level of Service  
 Delay = Average control delay in seconds.  
 \* Exceeds LOS Goal

Table 8-E - Cumulative (2022) with Project Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	With Project Without Improvements						With Project With Improvements									
		Control	A.M. Peak Hour			P.M. Peak Hour			Control	A.M. Peak Hour			P.M. Peak Hour				
			Delay (sec.)	LOS		Delay (sec.)	LOS			Delay (sec.)	LOS		Delay (sec.)	LOS			
1 . Rubidoux Boulevard/20th Street - Market Street	City of Jurupa Valley	Signal	251.2	F	*		348.6	F	*		Signal	53.5	D		36.7	D	
3 . Rubidoux Boulevard/30th Street - State Route 60 Westbound Off-Ramp	Caltrans	Signal	125.5	F	*		228.3	F	*		Signal	125.5	F	*	228.3	F	*
5 . Rubidoux Boulevard/State Route 60 Eastbound Off-Ramp - Frontage Roac	Caltrans	Signal	140.0	F	*		64.7	E	*		Signal	140.0	F	*	64.7	E	*
6 . Agua Mansa Road/Market Street	City of Jurupa Valley	Signal	93.8	F	*		92.0	F	*		Signal	35.5	D		35.4	D	
8 . Market Street/Via Cerro	City of Jurupa Valley	Signal	152.5	F	*		239.2	F	*		Signal	29.4	C		43.1	D	
9 . Market Street/Rivera Street	City of Riverside	Signal	147.4	F	*		87.3	F	*		Signal	147.4	F	*	87.3	F	*
10 . Market Street/State Route 60 Westbound Ramps	Caltrans	Signal	15.4	B			87.6	F	*		Signal	15.4	B		87.6	F	*
11 . Market Street/State Route 60 Eastbound Ramps	Caltrans	Signal	217.8	F	*		362.6	F	*		Signal	217.8	F	*	362.6	F	*
12 . Riverside Avenue/Agua Mansa Road	City of Colton/City of Rialto	Signal	64.9	E	*		52.9	D			Signal	49.4	D		52.8	D	

Notes:  
 LOS = Level of Service  
 Delay = Average control delay in seconds  
 \* Exceeds LOS Goal

## 9.0 VMT EVALUATION

### 9.1 BACKGROUND

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA guidelines for use. Among the changes to the guidelines were removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT. Lead agencies are allowed to opt-in to the revised transportation guidelines, but the new guidelines must be used starting July 1, 2020.

The City recently updated their Traffic Impact Analysis (TIA) Guidelines in August 2020. The TIA guidelines provide guidance on the CEQA VMT analysis methodology in the evaluation of land use and transportation projects.

### 9.2 METHODOLOGY

The Riverside County Transportation Analysis Model (RIVTAM) has been used to estimate both project VMT and project's effect on VMT as advised in the City's TIA guidelines. LSA converted project land use into model socioeconomic categories using the Riverside County General Plan socioeconomic build-out assumptions and methodology. One additional zone was added to the model for the project and updated with the socioeconomic data developed for the proposed project land use.

RIVTAM socioeconomic database for both base (2012) and cumulative (2040) scenario were updated with the project socioeconomic data to calculate VMT for plus project conditions. LSA conducted both no project and plus project model runs for the 2012 and 2040 scenarios.

Given the project is industrial land use, as per the City's TIA Guidelines, project VMT/employee was compared with the City's VMT/employee threshold. To evaluate project's effect on VMT, link-level VMT within the City boundary per service population was compared for no project and plus project conditions. *The TIA Guidelines state that the project would result in significant impact if the project VMT/employee exceeds the City's average VMT/employee.*

### 9.3 VMT ANALYSIS

The City's VMT/employee under no project conditions was compared to the VMT/employee under plus project conditions. The City's VMT thresholds were computed from the no project model runs and were compared with thresholds from WRCOG SB743 Implementation Pathway Document Package, dated March 2019. The thresholds from the no project condition matched with the documented thresholds for the City.

Table 9-A compares project VMT/employee for base scenario with City's threshold. As shown in Table 9-A, the project's VMT/employee doesn't exceed the City's VMT/employee thresholds. Therefore, based on the City's Draft TIA Guidelines, the project will not have a significant VMT impact.



Table 9-B does a similar comparison as Table 9-A, but for the cumulative scenario. As shown in the Table 9-B, the project's VMT/employee doesn't exceed the City's VMT/employee threshold under cumulative scenario and hence the project will not have a significant VMT impact.

To evaluate project's effect on VMT, link-level VMT within City boundary was compared for no project and plus project conditions. Table 9-C compares link-level VMT within City boundary per service population under no project conditions with plus project conditions. As shown in Table 9-C, the City's total VMT per service population decreases with the implementation of the project under cumulative conditions. Therefore, based on the City's TIA Guidelines, the project will not have a significant VMT impact under cumulative (2040) conditions.

#### **9.4 LIST OF CHAPTER 9.0 FIGURES AND TABLES**

- Table 9-A: Base Year Jurupa Valley VMT/Employee Comparison
- Table 9-B: Cumulative Year Jurupa Valley VMT/Employee Comparison
- Table 9-C: Comparison of VMT/Service Population using Link-Level VMT within City Boundary

**Table 9-A: Base Year Jurupa Valley VMT/Employee Comparison**

<b>2012</b>	<b>Homebased Work VMT</b>	<b>Total Employees</b>	<b>VMT/Employee</b>
<b>Agua Mansa Industrial</b>	2,796	325	<b>8.6</b>
<b>Jurupa Valley</b>			<b>16.9</b>

Source: Riverside County Transportation Analysis Model (RIVTAM)  
VMT = Vehicle Miles Traveled

**Table 9-B: Cumulative Year Jurupa Valley VMT/Employee Comparison**

<b>2040</b>	<b>Homebased Work VMT</b>	<b>Total Employees</b>	<b>VMT/Employee</b>
<b>Agua Mansa Industrial</b>	2,568	325	<b>7.9</b>
<b>Jurupa Valley</b>			<b>17.6</b>

Source: Riverside County Transportation Analysis Model (RIVTAM)  
VMT = Vehicle Miles Traveled

**Table 9-C: Comparison of VMT/Service Population using Link-Level VMT within City Boundary**

<b>Description</b>	<b>2012</b>	<b>2040</b>
No Project VMT	3,300,628	4,585,834
No Project Service Population	121,886	172,491
<b>VMT/Service Population No Project</b>	<b>27.1</b>	<b>26.6</b>
With Project VMT	3,299,957	4,581,188
With Project Service Population	122,211	172,816
<b>VMT/Service Population With Project</b>	<b>27.0</b>	<b>26.5</b>
<b>Net Change in VMT per Service Population (With Project - No Project)</b>	<b>-0.1</b>	<b>-0.1</b>

Source: Riverside County Transportation Analysis Model (RIVTAM)  
 VMT = Vehicle Miles Traveled

## 10.0 SUMMARY AND CONCLUSIONS

The proposed Agua Mansa Industrial project consists of two light industrial buildings totaling 335,002 square feet. The proposed project is estimated to generate 1,670 daily total PCE trips, with 267 PCE trips occurring during the a.m. peak hour and 292 PCE trips occurring during the p.m. peak hour.

### 10.1 EXISTING CONDITIONS SUMMARY

Based on the significance criteria as discussed in the “Project Significance Threshold” section of this report, under existing conditions, a cumulative project impact occurs at three intersections. However, with the implementation of the improvements listed in Section 8.1.1, the intersection of Rubidoux Boulevard/20th Street - Market Street is forecast to operate at a satisfactory LOS. No improvements have been recommended for the intersection of Rubidoux Boulevard/SR-60 Eastbound Off-Ramp – Frontage Road, as the intersection is part of the future interchange improvements covered under the WRCOG TUMF program. The project would contribute its assessed fee to the fee program. Also, no mitigations are feasible at the intersection of Market Street/SR-60 Eastbound Ramps and hence, this intersection is projected to continue to operate at a deficient LOS.

### 10.2 PROJECT COMPLETION YEAR (2022) CONDITIONS SUMMARY

Based on the significance criteria as discussed in the “Project Significance Threshold” section of this report, under project completion conditions, a cumulative project impact occurs at five intersections. However, with the implementation of the improvements listed in Section 8.1.2, the intersections of Rubidoux Boulevard/20th Street - Market Street and Agua Mansa Road/Market Street are forecast to operate at a satisfactory LOS. No improvements have been recommended for the intersection of Rubidoux Boulevard/SR-60 Eastbound Off-Ramp – Frontage Road, as the intersection is part of the future interchange improvements covered under the WRCOG TUMF program. The project would contribute its assessed fee to the fee program. Also, no mitigations are feasible at the intersections of Market Street/Rivera Street and Market Street/SR-60 Eastbound Ramps. Hence, these intersections are projected to continue to operate at a deficient LOS.

### 10.3 CUMULATIVE (2022) CONDITIONS SUMMARY

Based on the significance criteria as discussed in the “Project Significance Threshold” section of this report, under cumulative conditions, a cumulative project impact occurs at nine intersections. However, with the implementation of the improvements listed in Section 8.1.3, the intersections of Rubidoux Boulevard/20th Street - Market Street, Agua Mansa Road/Market Street, Market Street/Via Cerro, and Riverside Avenue/Agua Mansa Road are forecast to operate at a satisfactory LOS. No improvements have been recommended for the intersections of Rubidoux Boulevard/30th Street – SR-60 Westbound Off-Ramp and Rubidoux Boulevard/SR-60 Eastbound Off-Ramp – Frontage Road, as the intersection is part of the future interchange improvements covered under the WRCOG TUMF program. The project would contribute its assessed fee to the fee program. Also, no further mitigations are feasible at the intersections of Market Street/Rivera Street, Market Street/SR-60 Westbound Ramps, and Market Street/SR-60 Eastbound Ramps due to right-of-way constraints. Hence, these intersections are projected to continue to operate at a deficient LOS.

## 10.4 VMT EVALUATION SUMMARY

The baseline scenario link-level boundary VMT per employee under no project conditions was compared to the VMT per employee under plus project conditions. The City's total VMT per employee decreases by 0.1 VMT per employee with the implementation of the project under baseline conditions. Therefore, based on the City's TIA Guidelines, the project will not have a significant VMT impact under baseline conditions.

The cumulative (2040) link-level boundary VMT per employee under no project conditions was compared to the VMT per employee under plus project conditions. The City's total VMT per employee decreases by 0.1 VMT per employee with the implementation of the project under cumulative conditions. Therefore, based on the City's TIA Guidelines, the project will not have a significant VMT impact under cumulative (2040) conditions.

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**APPENDIX A:**

**SCOPING AGREEMENT**



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

September 5, 2018

Taher Jalai  
Transportation Manager  
Department of Public Works/Engineering  
City of Jurupa Valley  
8930 Limonite Avenue  
Jurupa Valley, California 92509

Subject: Scope of Work for the Agua Mansa Industrial Project Traffic Impact Analysis (LSA Project No. CRN1801)

Dear Mr. Jalai:

LSA is under contract to prepare a traffic impact analysis (TIA) for the proposed Agua Mansa Industrial project to be located at the northwest corner of Agua Mansa Road and Hall Avenue in the City of Jurupa Valley (City). Attached is the City's Exhibit B "Scoping Agreement for Traffic Impact Study" for your review.

The site is currently undeveloped and the proposed project will add two light industrial buildings totaling 335,002 square feet. Figure 1 (all figures attached) illustrates the regional and project location. Figure 2 illustrates the conceptual site plan. As illustrated in Figure 2, access to the project will be provided via four driveways along Hall Avenue. The two driveways located on Hall Avenue west of Brown Avenue and providing access to Building A will operate as full-access driveways. The third driveway at Brown Avenue will also operate as a full-access driveway. The easterly driveway at Building B will operate as a right-in-right-out (RIRO) driveway.

The City does not have its own traffic study guidelines and relies upon the Riverside County Transportation Department's Traffic Impact Analysis Guidelines. Therefore, the TIA for the proposed project will be based on the County's TIA guidelines and will be prepared to meet the requirements of the City and applicable provisions of the California Environmental Quality Act (CEQA).

LSA anticipates that the following scope of work will be required to prepare the TIA for the proposed project.

## **SCOPE OF WORK**

### **Study Intersection Analysis**

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



*Manual 6* (HCM 6) analysis methodologies and using Synchro 10 software. Based on discussion with City staff, the TIS will examine the following intersections:

1. Rubidoux Boulevard/20<sup>th</sup> Street – Market Street (Jurupa Valley);
2. Rubidoux Boulevard/28<sup>th</sup> Street (Jurupa Valley);
3. Rubidoux Boulevard/30<sup>th</sup> Street – State Route 60 (SR-60) Westbound Off-Ramp (Caltrans);
4. Rubidoux Boulevard/SR-60 Westbound On-Ramp (Caltrans);
5. Rubidoux Boulevard/SR-60 Eastbound Off-Ramp – Frontage Road (Caltrans);
6. Agua Mansa Road/Market Street (Jurupa Valley);
7. 24<sup>th</sup> Street/Via Cerro (Jurupa Valley);
8. Market Street/Via Cerro (Jurupa Valley);
9. Market Street/Rivera Street (City of Riverside);
10. Market Street/SR-60 Westbound Ramps (Caltrans);
11. Market Street/SR-60 Eastbound Ramps (Caltrans);
12. Riverside Avenue/Agua Mansa Road (Colton, Rialto);
13. Agua Mansa Road/Hall Avenue (Jurupa Valley, County of Riverside);
14. Agua Mansa Road/Brown Avenue (Jurupa Valley, County of Riverside);
15. Agua Mansa Road/Driveway (Jurupa Valley);
16. Project Driveway 1/Hall Avenue (Jurupa Valley);
17. Project Driveway 2/Hall Avenue (Jurupa Valley);
18. Project Driveway 3 – Brown Avenue/Hall Avenue (Jurupa Valley); and
19. Project Driveway 4/Hall Avenue (Jurupa Valley).

Figure 3 illustrates the study area intersections.

### Roadway Segment Analysis

A roadway segment analysis will be conducted based on daily traffic volumes. Roadway segments with more than 50 peak hour project trips or where the ultimate street cross-sections are not constructed will be analyzed. The LOS analysis will be conducted using vehicle-to-capacity ratios as outlined in the City's General Plan. The TIA will examine the following roadway segments:

1. Rubidoux Boulevard, between Market Street and 28<sup>th</sup> Street (Jurupa Valley);
2. Rubidoux Boulevard, between 28<sup>th</sup> Street and 30<sup>th</sup> Street – SR-60 Westbound Off-Ramp (Jurupa Valley);

3. Market Street, between Rubidoux Boulevard and Agua Mansa Road (Jurupa Valley);
4. Market Street, between Agua Mansa Road and Via Cerro (Jurupa Valley);
5. Market Street, between Via Cerro and Rivera Street (Jurupa Valley, City of Riverside);
6. Market Street, between Rivera Street and SR-60 Westbound Ramps (City of Riverside);
7. Agua Mansa Road, between Riverside Avenue and Hall Avenue (Jurupa Valley, Rialto, County of Riverside);
8. Agua Mansa Road, between Hall Avenue and Brown Avenue (Jurupa Valley, County of Riverside);
9. Agua Mansa Road, between Brown Avenue and Driveway (Jurupa Valley, County of Riverside); and
10. Agua Mansa Road, between Driveway and Market Street (Jurupa Valley).

### Trip Generation

The trip generation for the proposed project was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10<sup>th</sup> Edition) for Land Use 110 – “General Light Industrial”. The resulting trips were converted to trucks and passenger vehicles based on the vehicle mix from the City of Fontana’s *Truck Trip Generation Study*, dated August 2003. As such, 78.6% of all project traffic will be passenger vehicles and 21.4% of all project traffic will be trucks. Based on the *Truck Trip Generation Study*, the truck mix to be utilized is 49.4% 4-axle trucks, 17.9% 3-axle trucks, and 32.7% 2-axle trucks. Furthermore, all truck trips were converted to passenger car equivalents (PCEs) rates using a 1.5 PCE factor for 2-axle trucks, 2.0 PCE factor for 3-axle trucks, and 3.0 for 4 and more axle trucks. Table A summarizes the daily, a.m., and p.m. peak hour project trip generation. The proposed project is estimated to generate 2,111 daily total PCE trips, with 300 PCE trips occurring during the a.m. peak hour and 271 PCE trips occurring during the p.m. peak hour.

Generalized trip distribution patterns were developed based on the location of the proposed project in relation to surrounding land uses and the regional roadway network. Since trucks typically have different travel patterns than passenger vehicles, two separate trip distributions were developed. Figures 4A and 4B illustrate the project passenger vehicle trip distributions for Buildings A and B, respectively. Figures 5A and 5B illustrates the project truck trip distribution for Buildings A and B, respectively.

The project trip assignment is the product of the project trip generation and the trip distribution percentages. Figure 6 illustrates the total project passenger vehicle trip assignment. Figure 7 illustrates the total project truck trip assignment (in PCEs). Figure 8 illustrates the total project trip assignment (in PCEs) for the proposed project.

### Analysis Scenarios

The TIA will satisfy the requirements established in the County's TIA guidelines as well as the requirements for the disclosure of potential impacts and mitigation measures pursuant to CEQA. The project opening year is anticipated to be 2021. The TIA will examine traffic conditions and project related impacts under the following scenarios:

- Existing (2018) Traffic Conditions;
- Existing (2018) plus Project Traffic Conditions;
- Project Completion Year (2021) Traffic Conditions;
- Project Completion Year (2021) with Project Traffic Conditions;
- Cumulative (2021) Traffic Conditions; and
- Cumulative (2021) with Project Traffic Conditions.

### Volume Development and Analysis Methodology

Traffic volumes for existing year traffic conditions will be based on existing count data collected at study intersections and roadway segments. Project completion year (2021) traffic conditions will be developed by applying a 2 percent per annum growth rate to existing traffic volumes. Cumulative (2021) traffic conditions will be developed by adding trips from other projects in the vicinity to the project completion year volumes. LSA will contact the City's Planning Department to obtain information regarding cumulative projects that needs to be included in the analysis.

Existing, project completion year (2021), and cumulative (2021) with project volumes will be developed by adding project traffic to the corresponding without project scenarios.

As previously stated, the TIA will analyze study intersections during the a.m. and p.m. peak hours. Intersection LOS will be calculated using HCM 6 analysis methodologies by using the Synchro 10 software. Roadway segments will be analyzed using vehicle-to-capacity ratios as outlined in the City's General Plan.

### Project Impact Assessment and Mitigation Measures

Levels of service without the project will be compared to levels of service with the project for all analysis scenarios to determine potential project impacts. Determination of significant project impacts will be made based on the City's LOS standards and threshold of significance criteria.

Mitigation measures will be recommended at locations operating at an unsatisfactory LOS or where the project causes significant impacts. Mitigation measures may include addition of intersection turn lanes, and signalization. The LOS with mitigation will be calculated and summarized along with a comparison of the LOS without mitigation.

### TUMF/DIF/Mitigation Fair Share

LSA will evaluate whether the mitigation measures identified in the TIA are included as part of the western Riverside Council of Governments Transportation Uniform Mitigation Fee (TUMF), the San Bernardino County Transportation Authority (SBCTA) Nexus Study Fee Program or the City's Development Impact Fee (DIF) programs.

For improvements not included in any fee program, LSA will calculate the project's fair share percentage to total new traffic. A table with recommended mitigations will be prepared and will include mitigation measures required under cumulative (2021) conditions. The fair share will be based on project traffic as a percentage of total growth from existing to year 2020.

### Signal Warrant Analysis

A signal warrant analysis would be conducted at unsignalized intersections if a signal is recommended as a mitigation measure. Peak hour approach volumes for the study intersections will be examined to determine whether signalization may be warranted per the criteria defined in the California supplement of the Manual on Uniform Traffic Control Devices (CA-MUTCD).

Should you have any questions, please do not hesitate to contact me at (951) 781-9310 or email me at [Ambarish.Mukherjee@lsa.net](mailto:Ambarish.Mukherjee@lsa.net).

Sincerely,

**LSA ASSOCIATES, INC.**



Ambarish Mukherjee, AICP, PE  
Associate/Senior Transportation Planner

#### Attachments:

- Exhibit B: Scoping Agreement for Traffic Impact Study
- Table A: Project Trip Generation
- Figure 1: Regional and Project Location
- Figure 2: Conceptual Site Plan
- Figure 3: Study Area Intersections
- Figure 4A: Project Trip Distribution – Building A (Passenger Vehicles)
- Figure 4B: Project Trip Distribution – Building B (Passenger Vehicles)
- Figure 5A: Project Trip Distribution – Building A (Trucks)
- Figure 5B: Project Trip Distribution – Building B (Trucks)
- Figure 6: Project Trip Assignment – Passenger Vehicles
- Figure 7: Project Trip Assignment – Trucks
- Figure 8: Total Project Trip Assignment

## Exhibit B

### SCOPING AGREEMENT FOR TRAFFIC IMPACT STUDY

This letter acknowledges the City of Jurupa Valley requirements for traffic impact analysis of the following project. The analysis must follow the standards adopted by the City and listed in the Riverside County Transportation Department's document *Traffic Study Guidelines* dated April 2008, and requirements identified by the City of Jurupa Valley Engineering Department.

Case No. \_\_\_\_\_ Provide SP No. and list of other approved or active projects within the SP.

Related Cases – \_\_\_\_\_ (List all that apply; e.g., SP, PP, SDP, EIR, GPA, EIR, etc., Include City MA #.)

Project Name: \_\_\_\_\_ Agua Mansa Industrial Project

Project Address: \_\_\_\_\_ NW Corner, Agua Mansa Road @ Hall Avenue, Jurupa Valley, CA 92509

Project Description: \_\_\_\_\_ 2 Light Industrial Buildings

	Consultant	Developer
Name:	LSA Associates, Inc.	Carson-VA Industrial LLP
Address:	1500 Iowa Avenue, Suite 200 Riverside, CA 92507	100 Bayview Circle, Suite 3500 Newport Beach, CA 92660
Telephone:	951-781-9310	949-725-6512
Fax:	951-781-4277	
Email:	ambarish.mukherjee@lsa.net	

**A. Trip Generation Source:** (ITE 9th Edition or other): ITE 10c @ 75%

Current GP Land Use \_\_\_\_\_ Proposed Land Use Light Industrial  
 Current Zoning \_\_\_\_\_ Proposed Zoning \_\_\_\_\_

Period	Current Trip Generation			Proposed Trip Generation		
	In	Out	Total	In	Out	Total
AM Trips	0	0	0			
PM Trips	0	0	0			
Daily Trips	0	0	0			

Internal Trip Allowance  Yes  No \_\_\_\_\_ % Trip Discount

Pass-By Trip Allowance  Yes  No (See Table A) \_\_\_\_\_ % Trip Discount

*A pass-by trip discount may be allowed for appropriate land uses. Justification for trip discounts must be provided. The pass-by trips at adjacent study area intersections and project driveways shall be indicated on a report figure.*

**B. Trip Geographic Distribution:** N \_\_\_\_\_ % S \_\_\_\_\_ % E \_\_\_\_\_ % W \_\_\_\_\_ %  
 (Attach exhibit for detailed assignment) See attached trip distribution figures for Passenger Vehicle and Truck Trip Distributions

**C. Background Traffic:**

Project Build-out Year: 2021 Annual Ambient Growth Rate: Phase 2% per year

Year(s) \_\_\_\_\_  
 (Provide realistic opening year, considering time needed for approvals and construction.)

Other area projects or issues to be analyzed: \_\_\_\_\_ To be provided by the City

Model/Forecast methodology: \_\_\_\_\_ Growth Rate + Cumulative Projects

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

See attached letter for list of study intersections

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

**\*\*Use both HCM 2010 Urban Streets and ADT V/C capacity methodologies.\*\***

See attached letter for list of roadway segments.

**E. Other Jurisdictional Impacts:**

Yes  No

Is this project within a City's Sphere of Influence or one-mile radius of City boundaries?

If so, name of City Jurisdiction: Rialto, Colton, City of Riverside, County of Riverside

**F. Site Plan** (please attach reduced copy) Attached with scoping letter

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

Signal warrant at unsignalized intersections if signal is proposed as a mitigation

(NOTE: If the traffic study states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection.)

**H. Existing Conditions**

Traffic count data must be new or recent. Provide traffic count dates if using other than new counts. Date of counts: 2018

**\*NOTE\* Traffic Study Submittal Form and appropriate fee must be submitted with, or prior to submittal of this form. City staff will not process the Scoping Agreement prior to receipt of the fee.**

**Proposed by:**

Ambarish Mukherjee 9/5/18  
Consultant's Representative Date

**Approved Scoping Agreement:**

 10/9/18  
City of Jurupa Valley Date

Scoping Agreement Submitted on 9/5/18

Revised on \_\_\_\_\_

Table A - Project Trip Generation

Land Uses	Units	A.M. Peak Hour			P.M. Peak Hour			Daily	
		In	Out	Total	In	Out	Total		
<b>Building A</b>									
Manufacturing <sup>1</sup>	140.20	TSF							
Trips/Unit (Cars)			0.378	0.109	0.487	0.165	0.362	0.527	3.089
Trips/Unit (2-Axle Trucks)			0.033	0.010	0.043	0.015	0.032	0.047	0.314
Trips/Unit (3-Axle Trucks)			0.018	0.006	0.024	0.008	0.017	0.025	0.153
Trips/Unit (4+ Axle Trucks)			0.051	0.015	0.066	0.022	0.049	0.071	0.374
Trips/Unit (Total)			0.480	0.140	0.620	0.210	0.460	0.670	3.930
Trip Generation (Cars)			53	15	68	23	51	74	433
Trip Generation (2-Axle Trucks)			5	1	6	2	5	7	44
Trip Generation (3-Axle Trucks)			3	0	3	1	3	4	21
Trip Generation (4+ Axle Trucks)			7	2	9	3	7	10	52
Trip Generation (Total)			68	18	86	29	66	95	550
Trip Generation (Cars)			53	15	68	23	51	74	433
PCE Trip Generation (2-Axle Trucks)			8	2	10	3	8	11	66
PCE Trip Generation (3-Axle Trucks)			6	0	6	2	6	8	42
PCE Trip Generation (4+ Axle Trucks)			21	6	27	9	21	30	156
PCE Trip Generation (Total)			88	23	111	37	86	123	697
<b>Building B</b>									
Manufacturing <sup>1</sup>	194.80	TSF							
Trips/Unit (Cars)			0.378	0.109	0.487	0.165	0.362	0.527	3.089
Trips/Unit (2-Axle Trucks)			0.033	0.010	0.043	0.015	0.032	0.047	0.314
Trips/Unit (3-Axle Trucks)			0.018	0.006	0.024	0.008	0.017	0.025	0.153
Trips/Unit (4+ Axle Trucks)			0.051	0.015	0.066	0.022	0.049	0.071	0.374
Trips/Unit (Total)			0.480	0.140	0.620	0.210	0.460	0.670	3.930
Trip Generation (Cars)			74	21	95	32	71	103	602
Trip Generation (2-Axle Trucks)			6	2	8	3	6	9	61
Trip Generation (3-Axle Trucks)			4	1	5	2	3	5	30
Trip Generation (4+ Axle Trucks)			10	3	13	4	10	14	73
Trip Generation (Total)			94	27	121	41	90	131	766
Trip Generation (Cars)			74	21	95	32	71	103	602
PCE Trip Generation (2-Axle Trucks)			9	3	12	5	9	14	92
PCE Trip Generation (3-Axle Trucks)			8	2	10	4	6	10	60
PCE Trip Generation (4+ Axle Trucks)			30	9	39	12	30	42	219
PCE Trip Generation (Total)			121	35	156	53	116	169	973
<b>Summary</b>									
Manufacturing	335.00	TSF							
Trip Generation (Cars)			127	36	163	55	122	177	1,035
Trip Generation (2-Axle Trucks)			11	3	14	5	11	16	105
Trip Generation (3-Axle Trucks)			7	1	8	3	6	9	51
Trip Generation (4+ Axle Trucks)			17	5	22	7	17	24	125
Trip Generation (Total)			162	45	207	70	156	226	1,316
Trip Generation (Cars)			127	36	163	55	122	177	1,035
PCE Trip Generation (2-Axle Trucks)			17	5	22	8	17	25	158
PCE Trip Generation (3-Axle Trucks)			14	2	16	6	12	18	102
PCE Trip Generation (4+ Axle Trucks)			51	15	66	21	51	72	375
PCE Trip Generation (Total)			209	58	267	90	202	292	1,670

Notes:

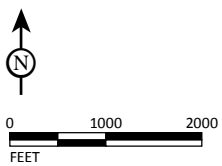
TSF = Thousand Square-Feet

<sup>1</sup> The trip generation was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation* Manual (10th Edition) for Land Use 140 – “Manufacturing.” The resulting trips were converted to trucks and passenger vehicles based on the vehicle mix from the City of Fontana’s *Truck Trip Generation Study* (August 2003). As such, 78.6% of project traffic will be passenger vehicles and 21.4% of project traffic will be trucks. All truck trips were converted to passenger car equivalents (PCEs) using a 1.5 PCE factor for 2-axle trucks, 2.0 for 3-axle trucks, and 3.0 for 4- and more axle trucks.



FIGURE 1

LSA

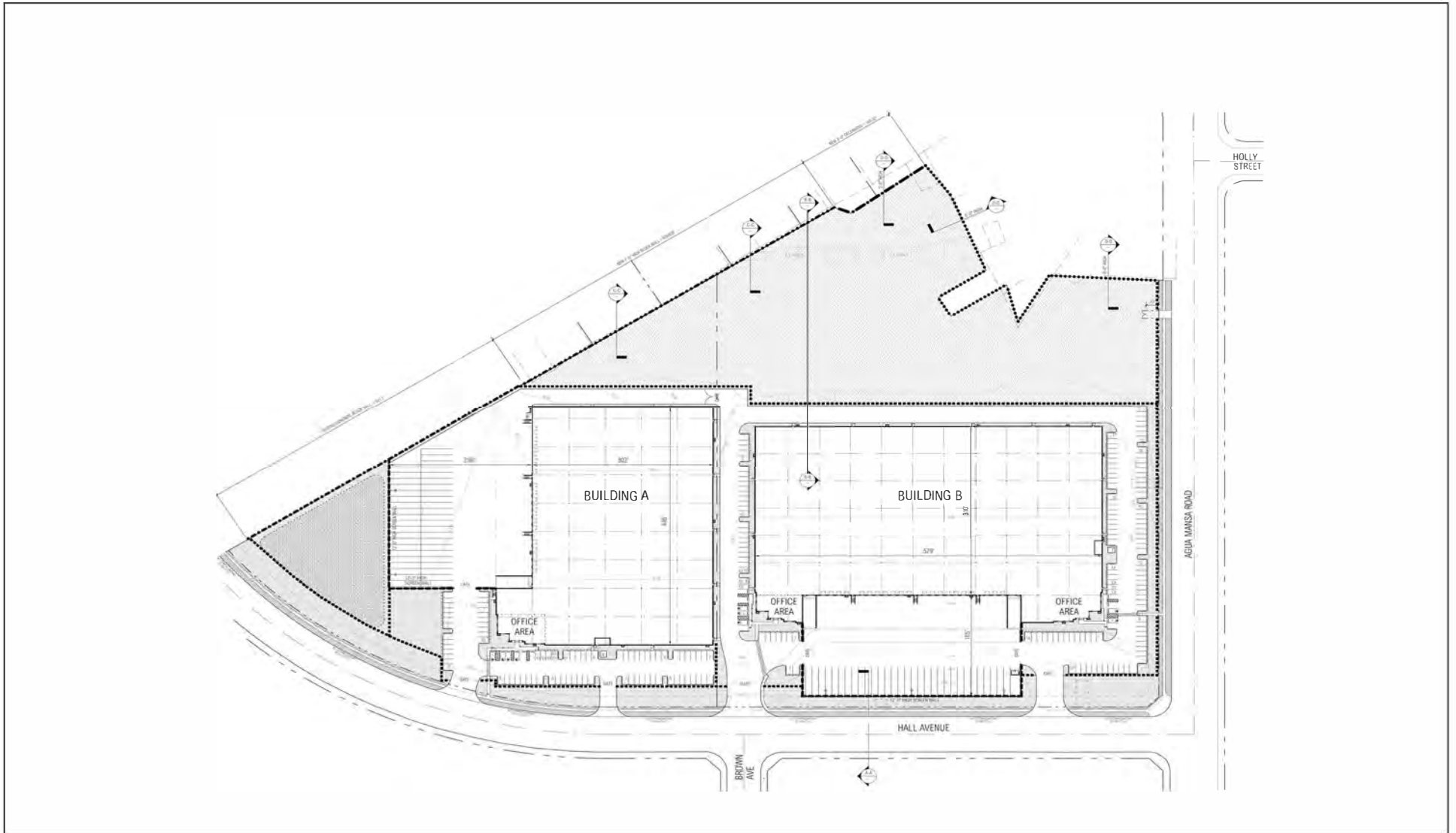


SOURCE: Bing Map, 2015; ESRI Streetmap, 2013.

I:\CRN1801\Reports\Traffic\fig1\_RegLoc.mxd (8/3/2018)

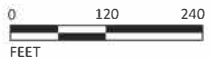
*Agua Mansa Industrial Project*  
*Traffic Impact Analysis*  
 Regional and Project Location





LSA

FIGURE 2



SOURCE: The Carson Companies; August, 2019  
 I:\CRN1801\Reports\Traffic\fig1-2\_SitePlan.ai (8/23/2019)

*Agua Mansa Industrial  
 Traffic Impact Analysis  
 Conceptual Site Plan*

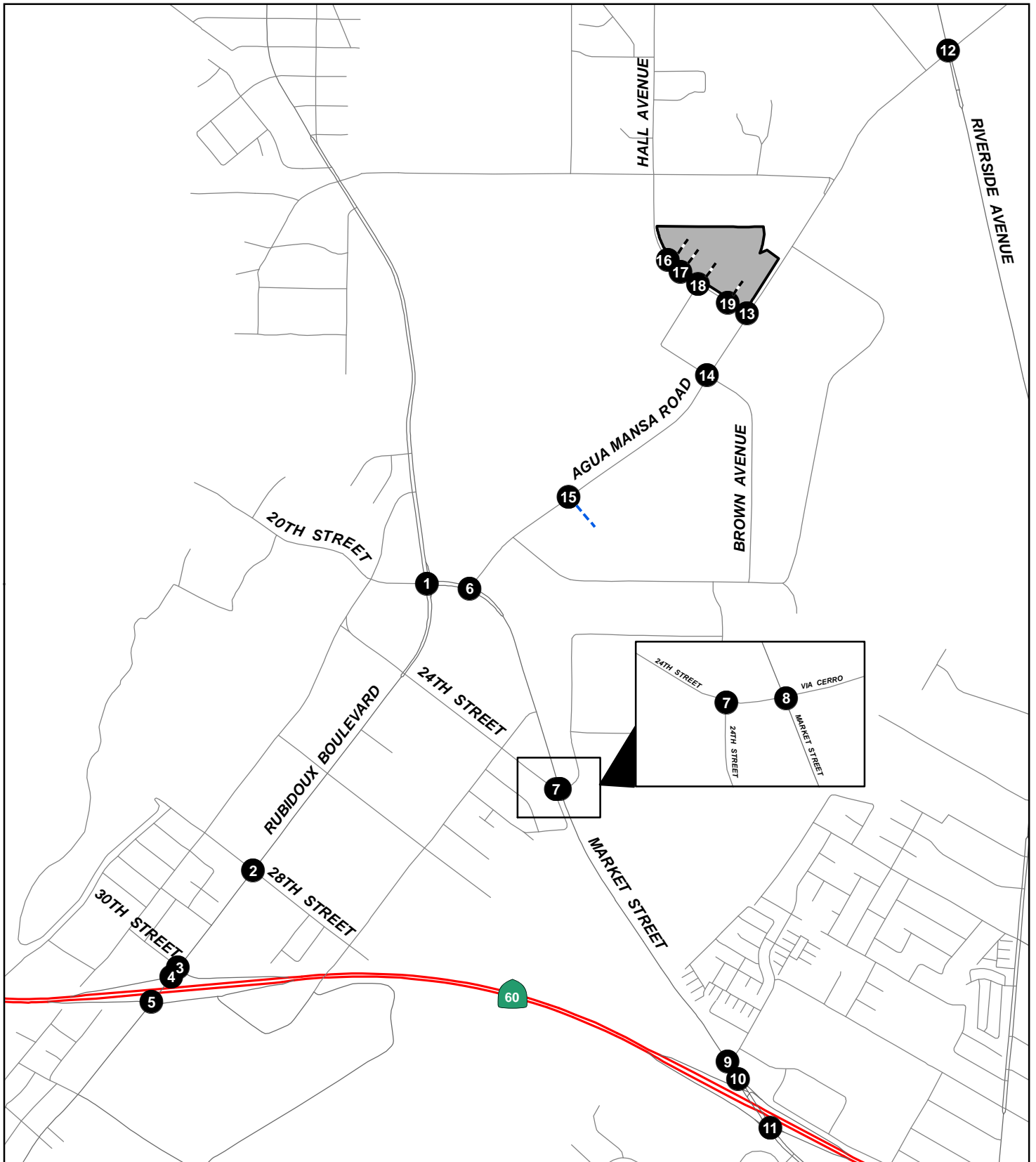
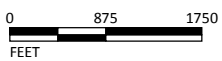


FIGURE 3

LSA

LEGEND

- Project Site
- Project Driveway
- Other Driveway



SOURCE: ESRI Streetmap, 2013.

I:\CRN1801\Reports\Traffic\fig3\_Intersections.mxd (8/6/2018)

Agua Mansa Industrial Project  
 Traffic Impact Analysis  
 Study Area Intersections

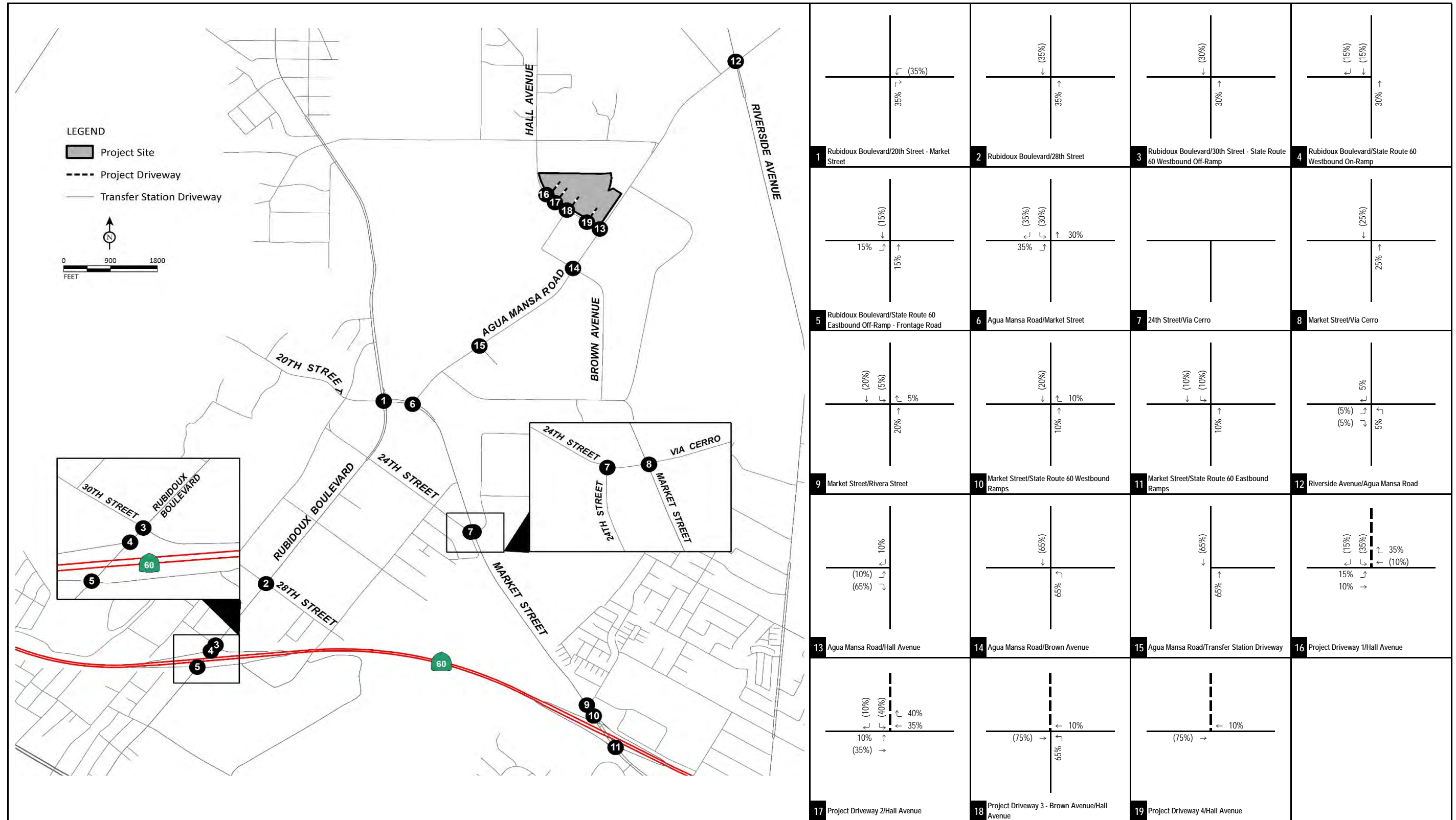


FIGURE 4A

LSA

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

Agua Mansa Industrial  
 Traffic Impact Analysis

Project Trip Distribution - Building A (Passenger Vehicles)

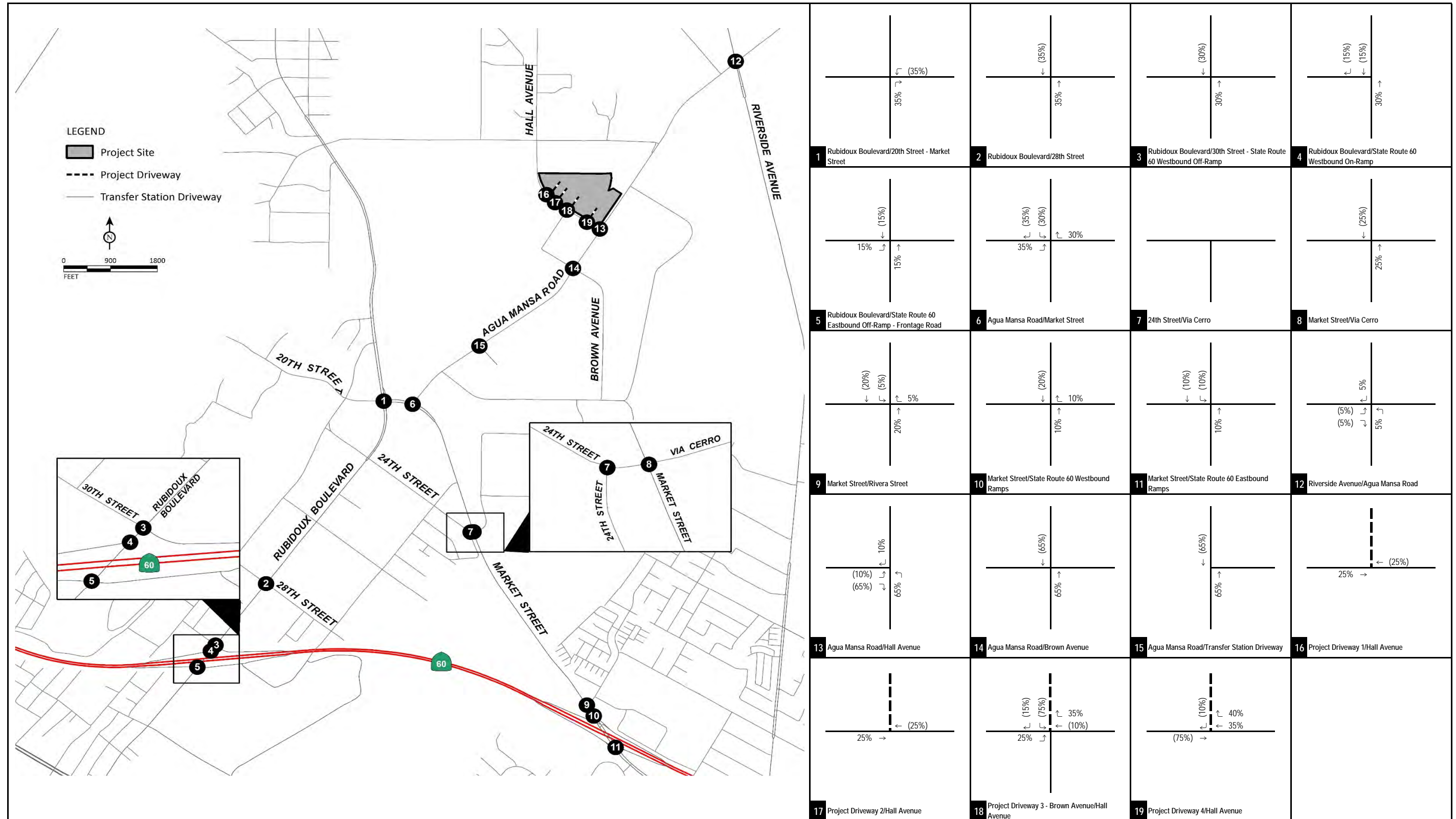


FIGURE 4B

LSA

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

Agua Mansa Industrial  
 Traffic Impact Analysis

Project Trip Distribution - Building B (Passenger Vehicles)

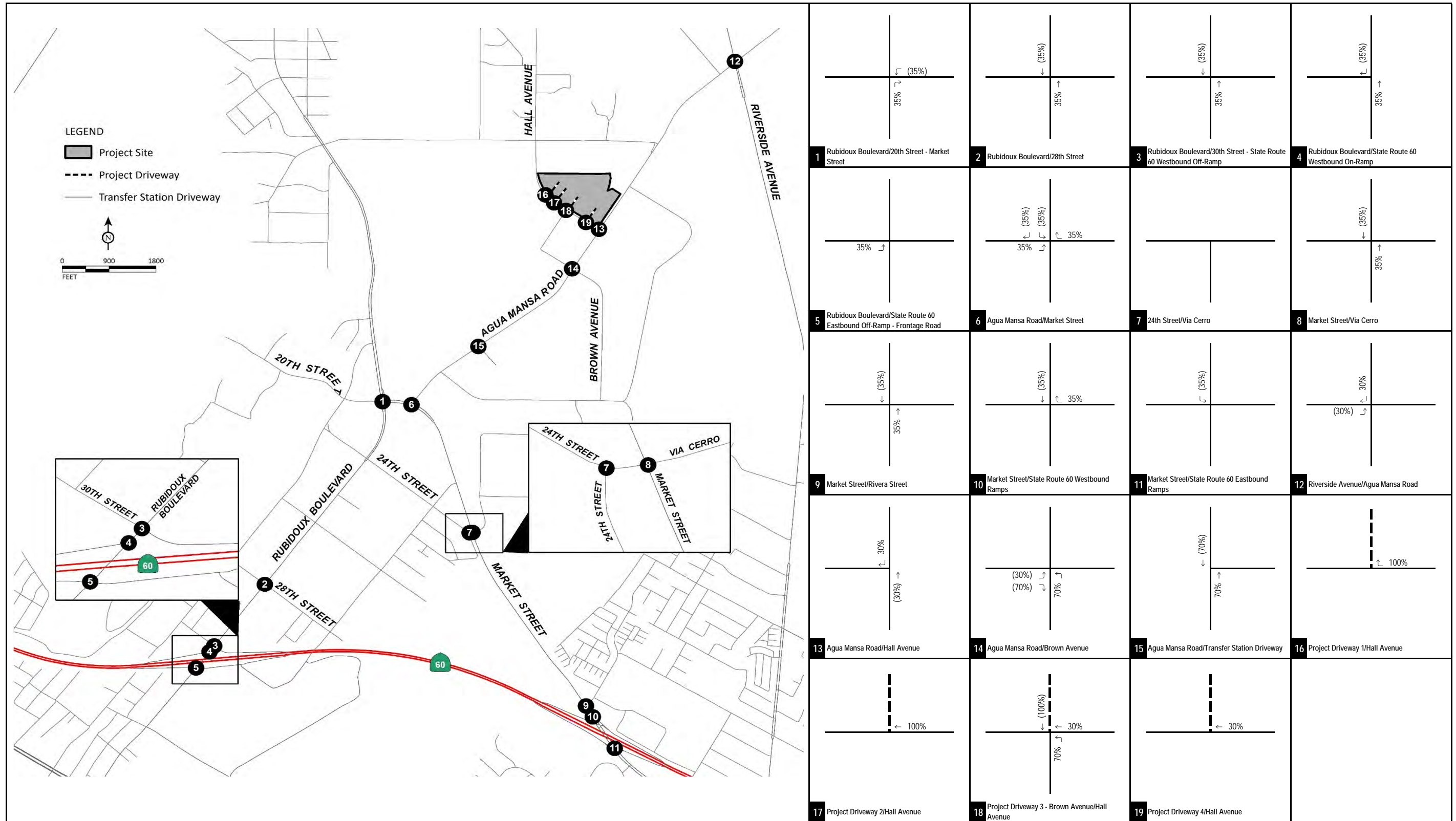


FIGURE 5A

LSA

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

Agua Mansa Industrial  
 Traffic Impact Analysis

Project Trip Distribution - Building A (Trucks)

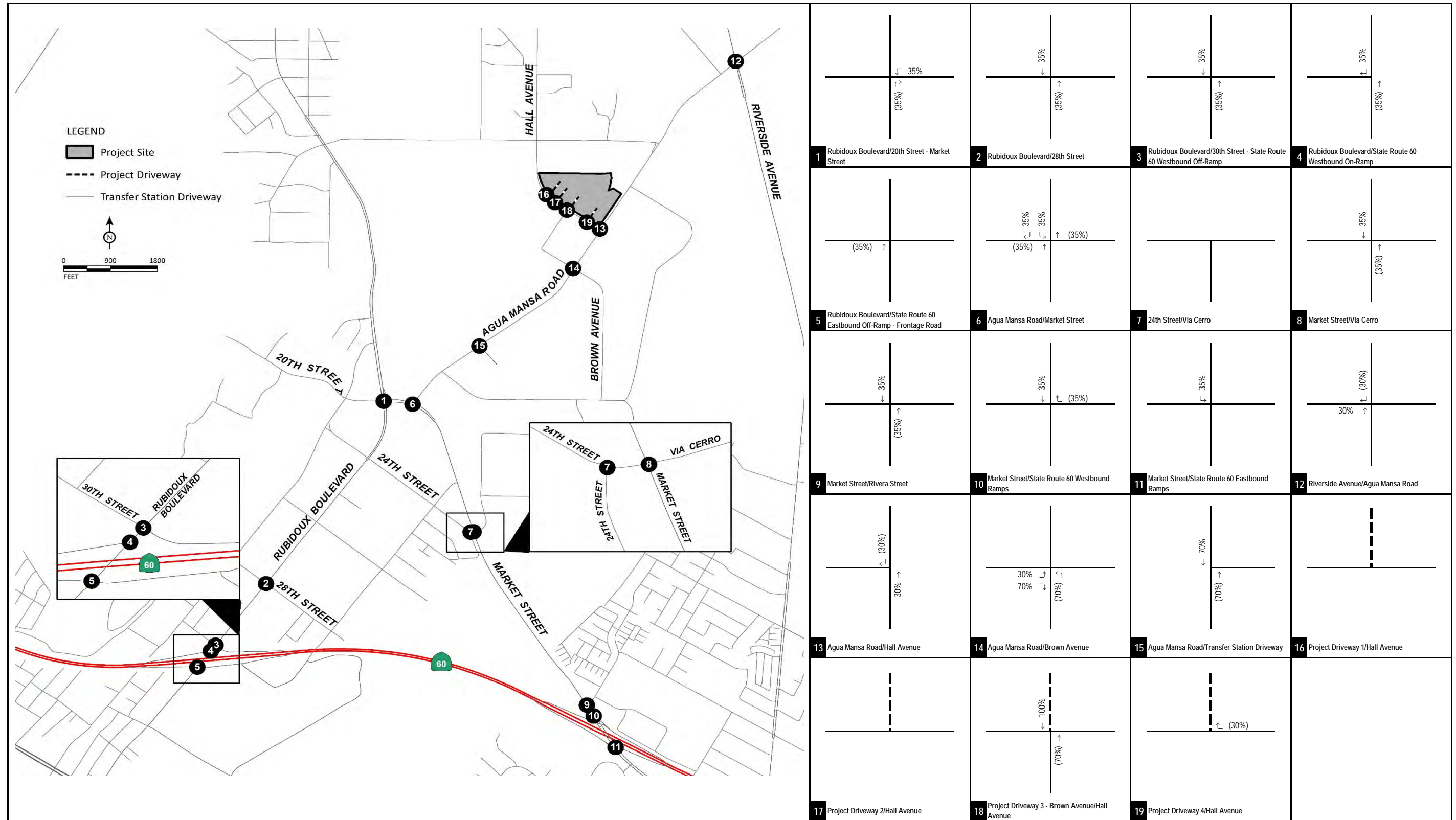


FIGURE 5B

LSA

XX% (YY%)  
 Inbound (Outbound) Distribution

---- Project Driveway

Agua Mansa Industrial  
 Traffic Impact Analysis

Project Trip Distribution - Building B (Trucks)

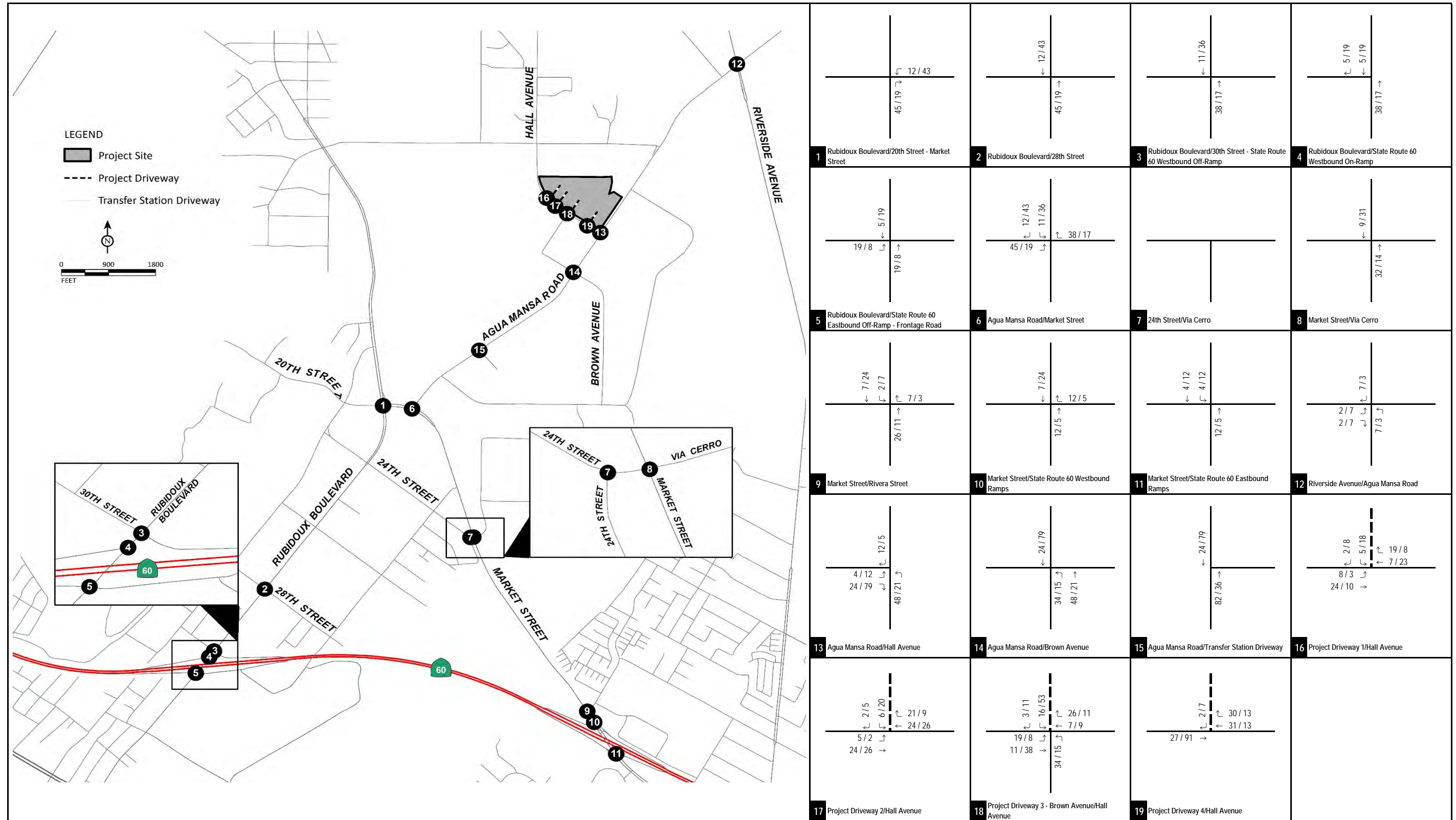


FIGURE 6

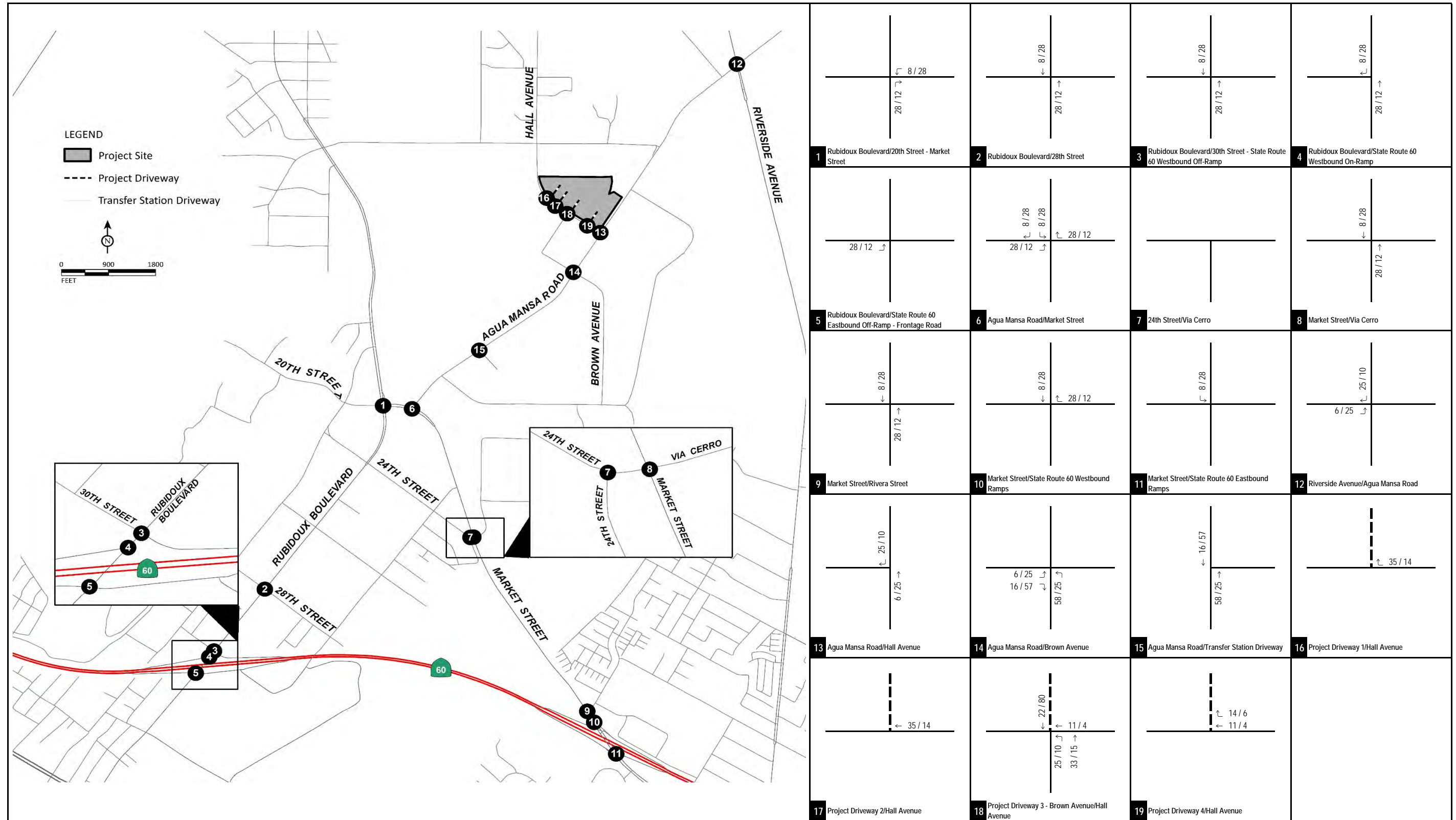
LSA

XX / YY  
AM / PM Peak Hour Traffic Volumes

---- Project Driveway

Agua Mansa Industrial  
Traffic Impact Analysis

Project Trip Assignment - Passenger Vehicles



LSA

XX / YY  
AM / PM Peak Hour PCE Volumes

---- Project Driveway

FIGURE 7

Agua Mansa Industrial  
Traffic Impact Analysis

Project Trip Assignment - Trucks



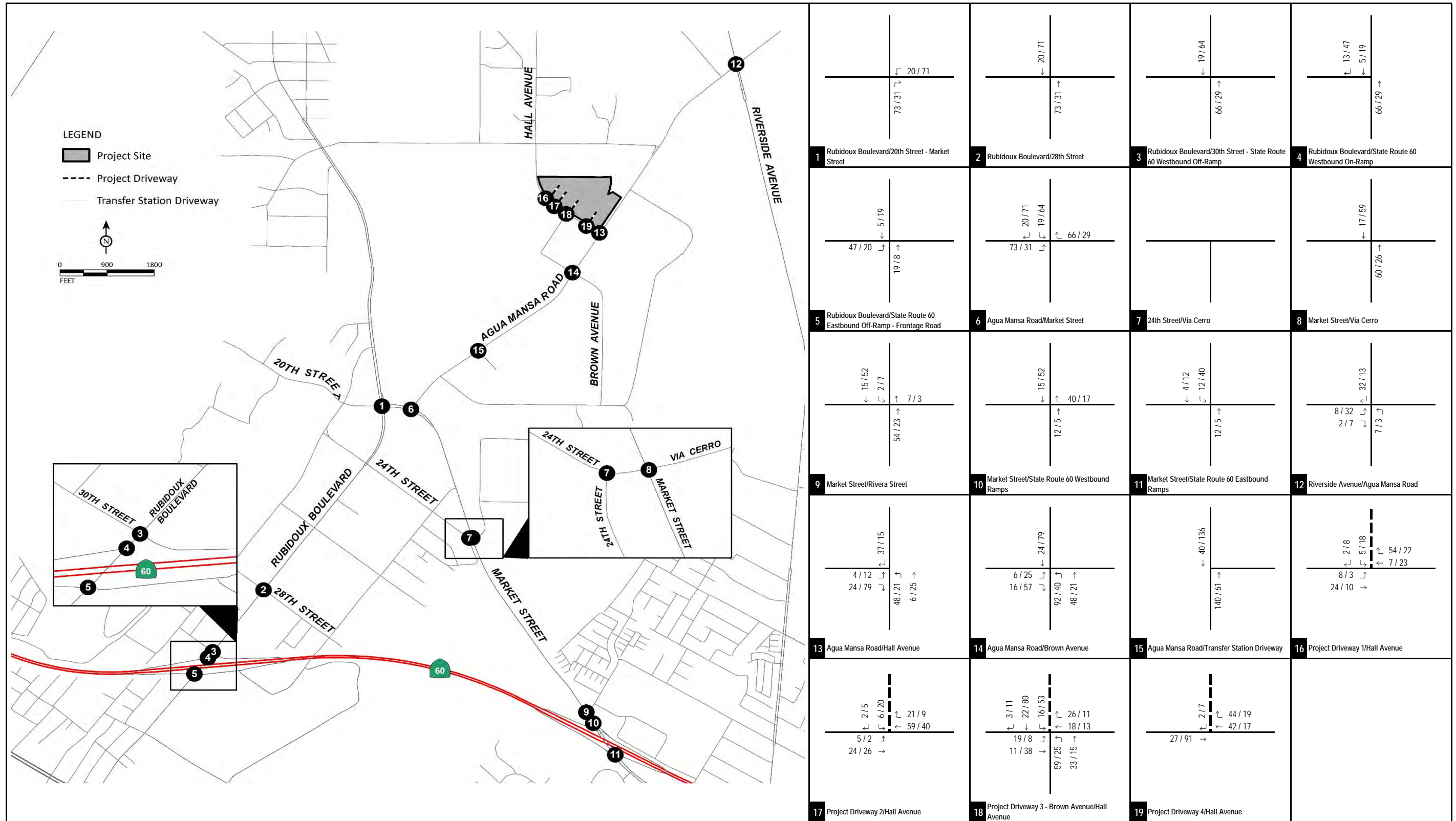


FIGURE 8

LSA

XXX / YYY

AM / PM Peak Hour PCE Volumes

---- Project Driveway

Agua Mansa Industrial  
Traffic Impact Analysis

Total Project Trip Assignment

---

## APPENDIX B:

### TRAFFIC COUNT SHEETS AND SIGNAL TIMING SHEETS

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

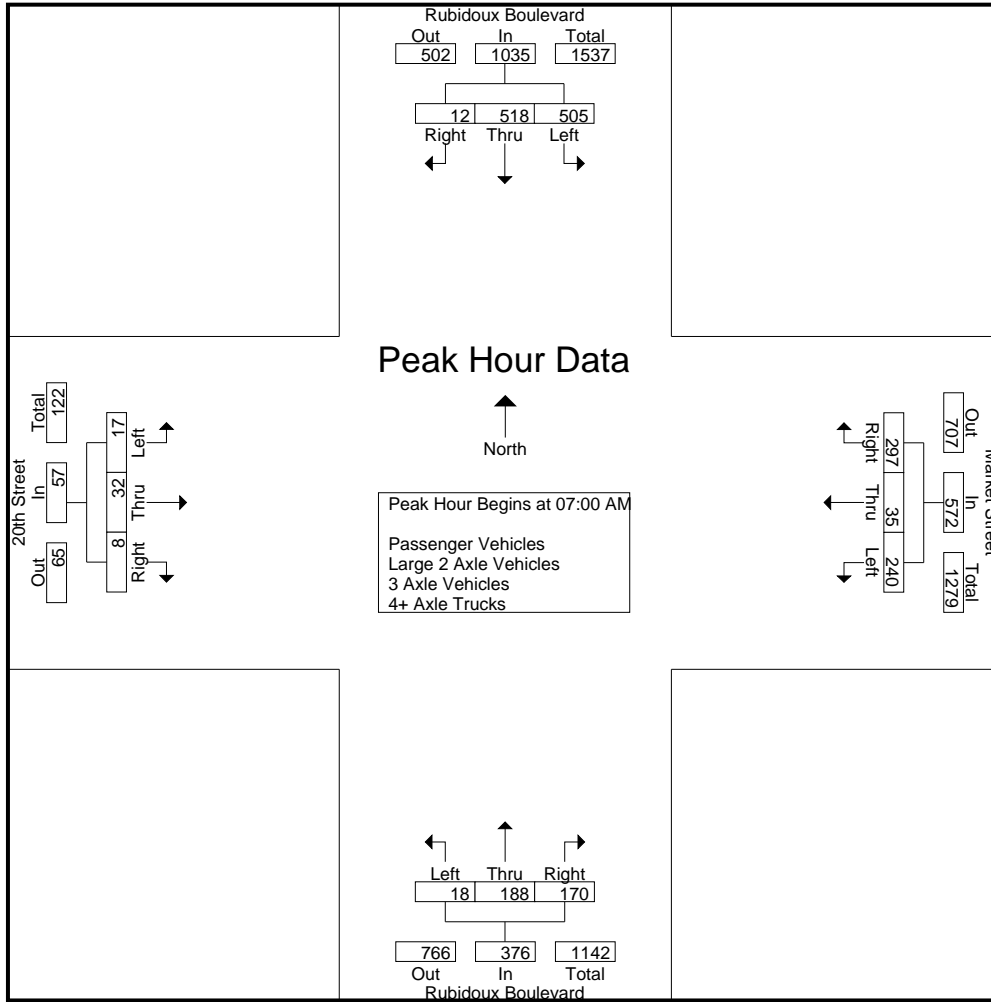
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	112	111	2	225	54	11	63	128	3	49	31	83	5	5	2	12	448
07:15 AM	126	130	4	260	58	7	110	175	4	38	32	74	5	9	3	17	526
07:30 AM	144	147	1	292	81	6	62	149	4	48	47	99	2	9	2	13	553
07:45 AM	123	130	5	258	47	11	62	120	7	53	60	120	5	9	1	15	513
Total	505	518	12	1035	240	35	297	572	18	188	170	376	17	32	8	57	2040
08:00 AM	81	79	4	164	63	6	63	132	3	36	43	82	2	6	2	10	388
08:15 AM	115	72	8	195	36	12	66	114	8	40	29	77	3	5	1	9	395
08:30 AM	81	69	3	153	39	8	57	104	4	54	60	118	3	7	3	13	388
08:45 AM	85	70	8	163	32	15	46	93	7	55	60	122	6	10	6	22	400
Total	362	290	23	675	170	41	232	443	22	185	192	399	14	28	12	54	1571
Grand Total	867	808	35	1710	410	76	529	1015	40	373	362	775	31	60	20	111	3611
Apprch %	50.7	47.3	2		40.4	7.5	52.1		5.2	48.1	46.7		27.9	54.1	18		
Total %	24	22.4	1	47.4	11.4	2.1	14.6	28.1	1.1	10.3	10	21.5	0.9	1.7	0.6	3.1	
Passenger Vehicles	820	731	19	1570	296	32	504	832	21	347	277	645	14	22	3	39	3086
% Passenger Vehicles	94.6	90.5	54.3	91.8	72.2	42.1	95.3	82	52.5	93	76.5	83.2	45.2	36.7	15	35.1	85.5
Large 2 Axle Vehicles	22	35	4	61	28	10	11	49	3	8	11	22	3	5	1	9	141
% Large 2 Axle Vehicles	2.5	4.3	11.4	3.6	6.8	13.2	2.1	4.8	7.5	2.1	3	2.8	9.7	8.3	5	8.1	3.9
3 Axle Vehicles	5	12	7	24	30	19	5	54	12	9	32	53	5	6	5	16	147
% 3 Axle Vehicles	0.6	1.5	20	1.4	7.3	25	0.9	5.3	30	2.4	8.8	6.8	16.1	10	25	14.4	4.1
4+ Axle Trucks	20	30	5	55	56	15	9	80	4	9	42	55	9	27	11	47	237
% 4+ Axle Trucks	2.3	3.7	14.3	3.2	13.7	19.7	1.7	7.9	10	2.4	11.6	7.1	29	45	55	42.3	6.6

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	112	111	2	225	54	<b>11</b>	63	128	3	49	31	83	<b>5</b>	5	2	12	448
07:15 AM	126	130	4	260	58	7	<b>110</b>	<b>175</b>	4	38	32	74	5	<b>9</b>	<b>3</b>	<b>17</b>	526
07:30 AM	<b>144</b>	<b>147</b>	1	<b>292</b>	<b>81</b>	6	62	149	4	48	47	99	2	9	2	13	<b>553</b>
07:45 AM	123	130	<b>5</b>	258	47	11	62	120	<b>7</b>	<b>53</b>	<b>60</b>	<b>120</b>	5	9	1	15	513
Total Volume	505	518	12	1035	240	35	297	572	18	188	170	376	17	32	8	57	2040
% App. Total	48.8	50	1.2		42	6.1	51.9		4.8	50	45.2		29.8	56.1	14		
PHF	.877	.881	.600	.886	.741	.795	.675	.817	.643	.887	.708	.783	.850	.889	.667	.838	.922

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



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

	07:00 AM				07:15 AM				08:00 AM				07:00 AM			
+0 mins.	112	111	2	225	58	7	<b>110</b>	<b>175</b>	3	36	43	82	5	5	2	12
+15 mins.	126	130	4	260	<b>81</b>	6	62	149	<b>8</b>	40	29	77	5	<b>9</b>	<b>3</b>	<b>17</b>
+30 mins.	<b>144</b>	<b>147</b>	1	<b>292</b>	47	<b>11</b>	62	120	4	54	<b>60</b>	118	2	9	2	13
+45 mins.	123	130	<b>5</b>	258	63	6	63	132	7	<b>55</b>	60	<b>122</b>	5	9	1	15
Total Volume	505	518	12	1035	249	30	297	576	22	185	192	399	17	32	8	57
% App. Total	48.8	50	1.2		43.2	5.2	51.6		5.5	46.4	48.1		29.8	56.1	14	
PHF	.877	.881	.600	.886	.769	.682	.675	.823	.688	.841	.800	.818	.850	.889	.667	.838

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

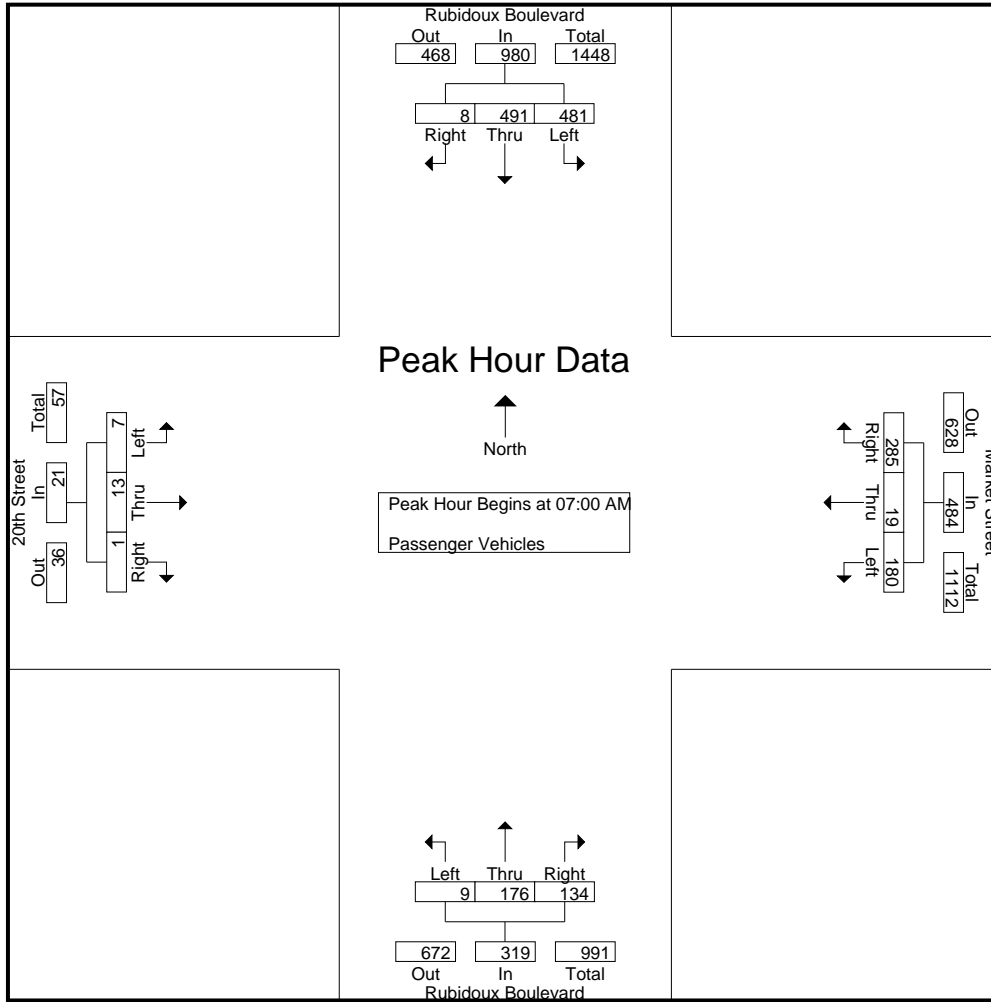
Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	107	106	0	213	36	5	61	102	1	47	22	70	0	1	0	1	386
07:15 AM	119	126	2	247	39	4	106	149	3	35	26	64	3	3	0	6	466
07:30 AM	139	136	1	276	71	3	60	134	2	44	39	85	1	5	1	7	502
07:45 AM	116	123	5	244	34	7	58	99	3	50	47	100	3	4	0	7	450
Total	481	491	8	980	180	19	285	484	9	176	134	319	7	13	1	21	1804
08:00 AM	74	78	2	154	51	0	57	108	2	34	31	67	1	3	0	4	333
08:15 AM	108	58	4	170	25	2	63	90	2	35	21	58	1	2	0	3	321
08:30 AM	76	51	2	129	23	3	55	81	3	51	47	101	1	1	0	2	313
08:45 AM	81	53	3	137	17	8	44	69	5	51	44	100	4	3	2	9	315
Total	339	240	11	590	116	13	219	348	12	171	143	326	7	9	2	18	1282
Grand Total	820	731	19	1570	296	32	504	832	21	347	277	645	14	22	3	39	3086
Apprch %	52.2	46.6	1.2		35.6	3.8	60.6		3.3	53.8	42.9		35.9	56.4	7.7		
Total %	26.6	23.7	0.6	50.9	9.6	1	16.3	27	0.7	11.2	9	20.9	0.5	0.7	0.1	1.3	

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	107	106	0	213	36	5	61	102	1	47	22	70	0	1	0	1	386
07:15 AM	119	126	2	247	39	4	<b>106</b>	<b>149</b>	<b>3</b>	35	26	64	<b>3</b>	3	0	6	466
07:30 AM	<b>139</b>	<b>136</b>	1	<b>276</b>	<b>71</b>	3	60	134	2	44	39	85	1	<b>5</b>	<b>1</b>	<b>7</b>	<b>502</b>
07:45 AM	116	123	<b>5</b>	244	34	<b>7</b>	58	99	3	<b>50</b>	<b>47</b>	<b>100</b>	3	4	0	7	450
Total Volume	481	491	8	980	180	19	285	484	9	176	134	319	7	13	1	21	1804
% App. Total	49.1	50.1	0.8		37.2	3.9	58.9		2.8	55.2	42		33.3	61.9	4.8		
PHF	.865	.903	.400	.888	.634	.679	.672	.812	.750	.880	.713	.798	.583	.650	.250	.750	.898

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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.	107	106	0	213	36	5	61	102	1	47	22	70	0	1	0	1
+15 mins.	119	126	2	247	39	4	<b>106</b>	<b>149</b>	<b>3</b>	35	26	64	<b>3</b>	3	0	6
+30 mins.	<b>139</b>	<b>136</b>	1	<b>276</b>	<b>71</b>	3	60	134	2	44	39	85	1	<b>5</b>	<b>1</b>	<b>7</b>
+45 mins.	116	123	<b>5</b>	244	34	<b>7</b>	58	99	3	<b>50</b>	<b>47</b>	<b>100</b>	3	4	0	7
Total Volume	481	491	8	980	180	19	285	484	9	176	134	319	7	13	1	21
% App. Total	49.1	50.1	0.8		37.2	3.9	58.9		2.8	55.2	42		33.3	61.9	4.8	
PHF	.865	.903	.400	.888	.634	.679	.672	.812	.750	.880	.713	.798	.583	.650	.250	.750

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

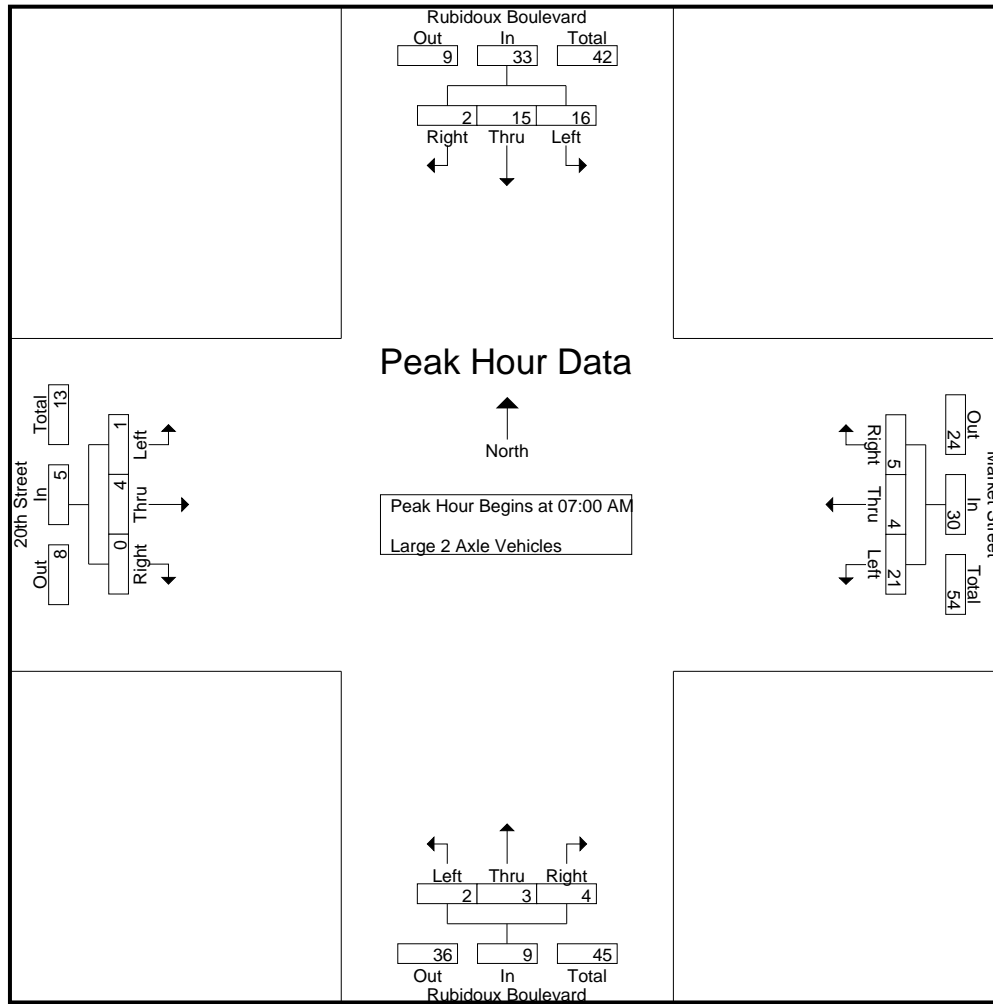
Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	2	1	6	10	1	0	11	1	1	0	2	1	0	0	1	20
07:15 AM	4	3	1	8	3	1	2	6	0	1	0	1	0	2	0	2	17
07:30 AM	3	6	0	9	3	1	1	5	1	0	2	3	0	1	0	1	18
07:45 AM	6	4	0	10	5	1	2	8	0	1	2	3	0	1	0	1	22
Total	16	15	2	33	21	4	5	30	2	3	4	9	1	4	0	5	77
08:00 AM	1	0	1	2	3	2	2	7	0	0	1	1	0	0	0	0	10
08:15 AM	2	3	0	5	1	1	0	2	0	3	1	4	1	0	0	1	12
08:30 AM	0	6	0	6	1	2	2	5	0	2	4	6	1	1	0	2	19
08:45 AM	3	11	1	15	2	1	2	5	1	0	1	2	0	0	1	1	23
Total	6	20	2	28	7	6	6	19	1	5	7	13	2	1	1	4	64
Grand Total	22	35	4	61	28	10	11	49	3	8	11	22	3	5	1	9	141
Apprch %	36.1	57.4	6.6		57.1	20.4	22.4		13.6	36.4	50		33.3	55.6	11.1		
Total %	15.6	24.8	2.8	43.3	19.9	7.1	7.8	34.8	2.1	5.7	7.8	15.6	2.1	3.5	0.7	6.4	

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	3	2	1	6	10	1	0	11	1	1	0	2	1	0	0	1	20
07:15 AM	4	3	1	8	3	1	2	6	0	1	0	1	0	2	0	2	17
07:30 AM	3	6	0	9	3	1	1	5	1	0	2	3	0	1	0	1	18
07:45 AM	6	4	0	10	5	1	2	8	0	1	2	3	0	1	0	1	22
Total Volume	16	15	2	33	21	4	5	30	2	3	4	9	1	4	0	5	77
% App. Total	48.5	45.5	6.1		70	13.3	16.7		22.2	33.3	44.4		20	80	0		
PHF	.667	.625	.500	.825	.525	1.00	.625	.682	.500	.750	.500	.750	.250	.500	.000	.625	.875

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market AM  
 Site Code : 00318765  
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	3	2	1	6	<b>10</b>	<b>1</b>	0	<b>11</b>	<b>1</b>	<b>1</b>	0	2	<b>1</b>	0	0	<b>1</b>
+15 mins.	4	3	1	8	3	1	<b>2</b>	6	0	1	0	1	0	<b>2</b>	0	<b>2</b>
+30 mins.	3	<b>6</b>	0	9	3	1	1	5	1	0	<b>2</b>	<b>3</b>	0	1	0	1
+45 mins.	<b>6</b>	4	0	<b>10</b>	5	1	2	8	0	1	2	3	0	1	0	1
Total Volume	16	15	2	33	21	4	5	30	2	3	4	9	1	4	0	5
% App. Total	48.5	45.5	6.1		70	13.3	16.7		22.2	33.3	44.4		20	80	0	
PHF	.667	.625	.500	.825	.525	1.000	.625	.682	.500	.750	.500	.750	.250	.500	.000	.625



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market AM  
 Site Code : 00318765  
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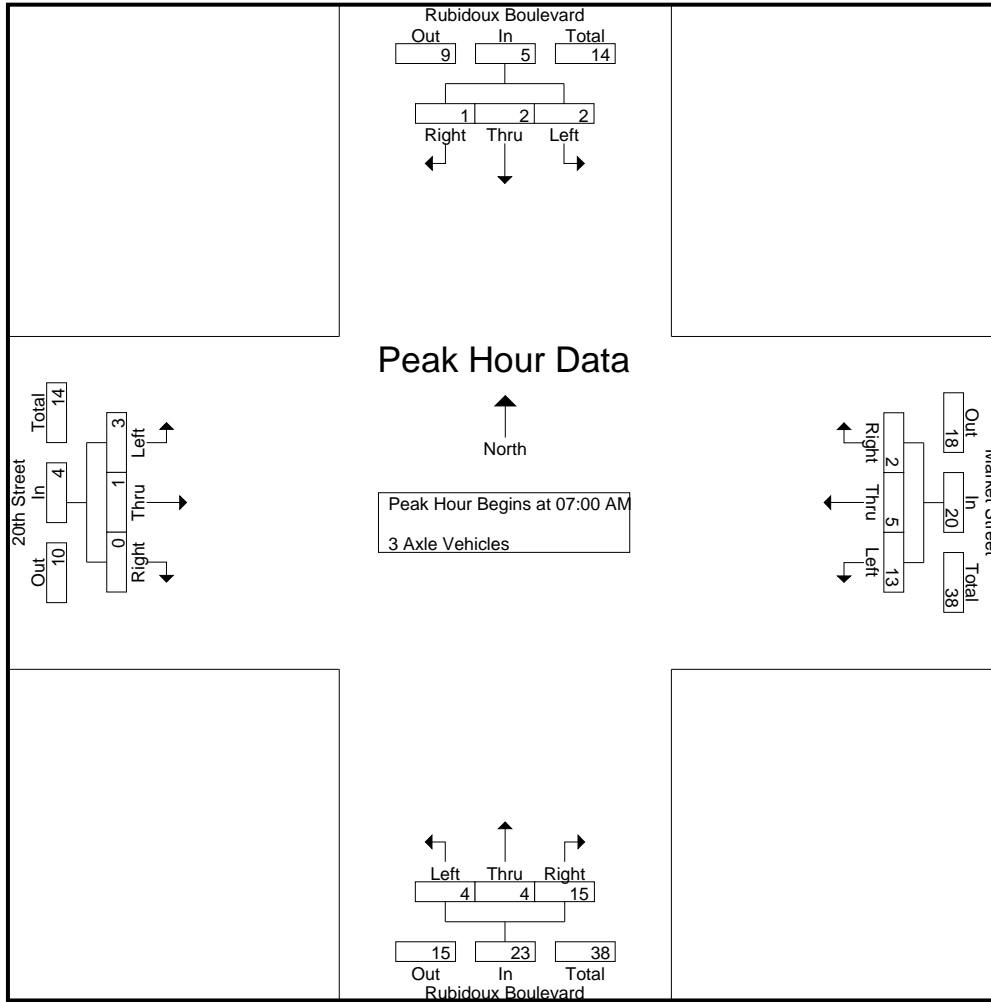
Groups Printed- 3 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	1	0	2	4	3	0	7	1	1	6	8	2	1	0	3	20
07:15 AM	0	0	1	1	6	0	1	7	0	1	2	3	0	0	0	0	11
07:30 AM	1	0	0	1	0	0	0	0	1	1	4	6	0	0	0	0	7
07:45 AM	0	1	0	1	3	2	1	6	2	1	3	6	1	0	0	1	14
Total	2	2	1	5	13	5	2	20	4	4	15	23	3	1	0	4	52
08:00 AM	1	1	1	3	1	3	2	6	1	1	4	6	0	1	0	1	16
08:15 AM	2	5	3	10	4	4	1	9	5	1	2	8	0	2	1	3	30
08:30 AM	0	2	0	2	6	3	0	9	1	0	2	3	1	1	1	3	17
08:45 AM	0	2	2	4	6	4	0	10	1	3	9	13	1	1	3	5	32
Total	3	10	6	19	17	14	3	34	8	5	17	30	2	5	5	12	95
Grand Total	5	12	7	24	30	19	5	54	12	9	32	53	5	6	5	16	147
Apprch %	20.8	50	29.2		55.6	35.2	9.3		22.6	17	60.4		31.2	37.5	31.2		
Total %	3.4	8.2	4.8	16.3	20.4	12.9	3.4	36.7	8.2	6.1	21.8	36.1	3.4	4.1	3.4	10.9	

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	1	0	2	4	3	0	7	1	1	6	8	2	1	0	3	20
07:15 AM	0	0	1	1	6	0	1	7	0	1	2	3	0	0	0	0	11
07:30 AM	1	0	0	1	0	0	0	0	1	1	4	6	0	0	0	0	7
07:45 AM	0	1	0	1	3	2	1	6	2	1	3	6	1	0	0	1	14
Total Volume	2	2	1	5	13	5	2	20	4	4	15	23	3	1	0	4	52
% App. Total	40	40	20		65	25	10		17.4	17.4	65.2		75	25	0		
PHF	.500	.500	.250	.625	.542	.417	.500	.714	.500	1.00	.625	.719	.375	.250	.000	.333	.650

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market AM  
 Site Code : 00318765  
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	1	0	2	4	3	0	7	1	1	6	8	2	1	0	3
+15 mins.	0	0	1	1	6	0	1	7	0	1	2	3	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	1	1	4	6	0	0	0	0
+45 mins.	0	1	0	1	3	2	1	6	2	1	3	6	1	0	0	1
Total Volume	2	2	1	5	13	5	2	20	4	4	15	23	3	1	0	4
% App. Total	40	40	20		65	25	10		17.4	17.4	65.2		75	25	0	
PHF	.500	.500	.250	.625	.542	.417	.500	.714	.500	1.000	.625	.719	.375	.250	.000	.333

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

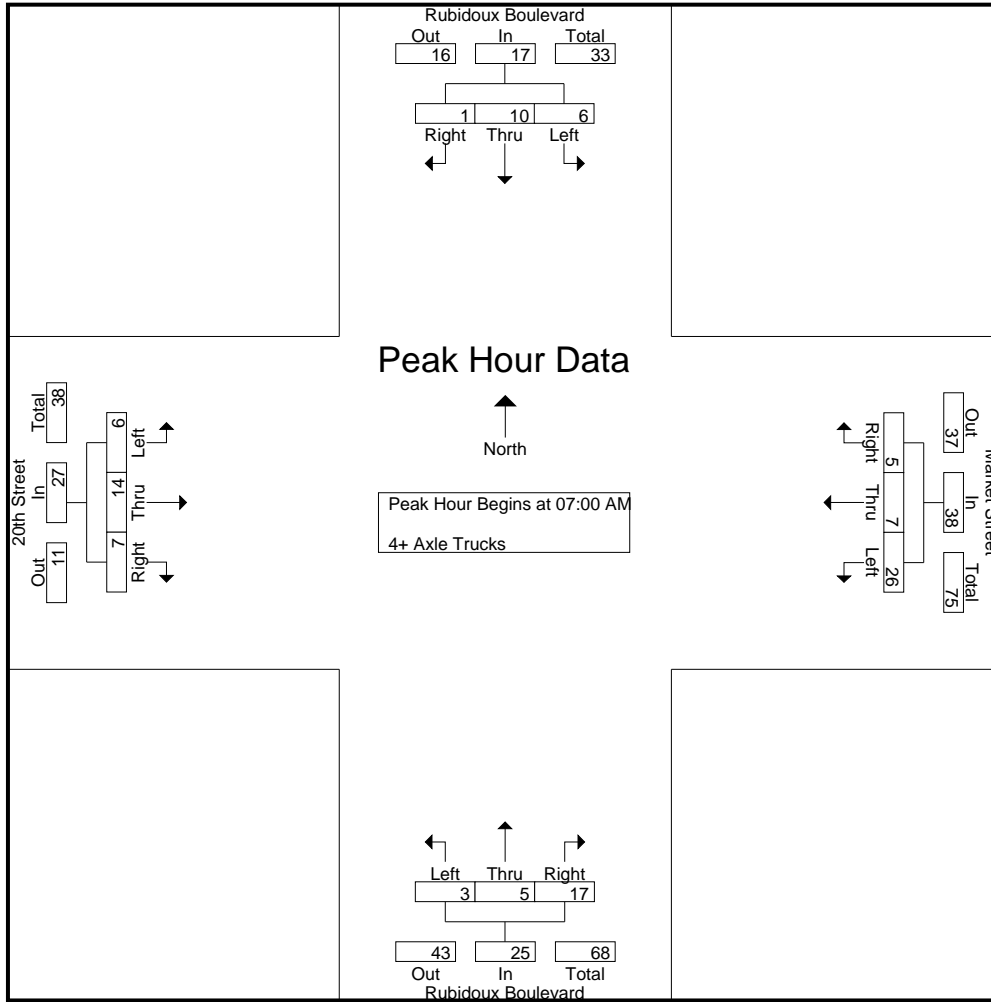
Groups Printed- 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	2	1	4	4	2	2	8	0	0	3	3	2	3	2	7	22
07:15 AM	3	1	0	4	10	2	1	13	1	1	4	6	2	4	3	9	32
07:30 AM	1	5	0	6	7	2	1	10	0	3	2	5	1	3	1	5	26
07:45 AM	1	2	0	3	5	1	1	7	2	1	8	11	1	4	1	6	27
Total	6	10	1	17	26	7	5	38	3	5	17	25	6	14	7	27	107
08:00 AM	5	0	0	5	8	1	2	11	0	1	7	8	1	2	2	5	29
08:15 AM	3	6	1	10	6	5	2	13	1	1	5	7	1	1	0	2	32
08:30 AM	5	10	1	16	9	0	0	9	0	1	7	8	0	4	2	6	39
08:45 AM	1	4	2	7	7	2	0	9	0	1	6	7	1	6	0	7	30
Total	14	20	4	38	30	8	4	42	1	4	25	30	3	13	4	20	130
Grand Total	20	30	5	55	56	15	9	80	4	9	42	55	9	27	11	47	237
Apprch %	36.4	54.5	9.1		70	18.8	11.2		7.3	16.4	76.4		19.1	57.4	23.4		
Total %	8.4	12.7	2.1	23.2	23.6	6.3	3.8	33.8	1.7	3.8	17.7	23.2	3.8	11.4	4.6	19.8	

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	2	1	4	4	2	2	8	0	0	3	3	2	3	2	7	22
07:15 AM	3	1	0	4	10	2	1	13	1	1	4	6	2	4	3	9	32
07:30 AM	1	5	0	6	7	2	1	10	0	3	2	5	1	3	1	5	26
07:45 AM	1	2	0	3	5	1	1	7	2	1	8	11	1	4	1	6	27
Total Volume	6	10	1	17	26	7	5	38	3	5	17	25	6	14	7	27	107
% App. Total	35.3	58.8	5.9		68.4	18.4	13.2		12	20	68		22.2	51.9	25.9		
PHF	.500	.500	.250	.708	.650	.875	.625	.731	.375	.417	.531	.568	.750	.875	.583	.750	.836

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	1	2	1	4	4	2	2	8	0	0	3	3	2	3	2	7
+15 mins.	3	1	0	4	10	2	1	13	1	1	4	6	2	4	3	9
+30 mins.	1	5	0	6	7	2	1	10	0	3	2	5	1	3	1	5
+45 mins.	1	2	0	3	5	1	1	7	2	1	8	11	1	4	1	6
Total Volume	6	10	1	17	26	7	5	38	3	5	17	25	6	14	7	27
% App. Total	35.3	58.8	5.9		68.4	18.4	13.2		12	20	68		22.2	51.9	25.9	
PHF	.500	.500	.250	.708	.650	.875	.625	.731	.375	.417	.531	.568	.750	.875	.583	.750

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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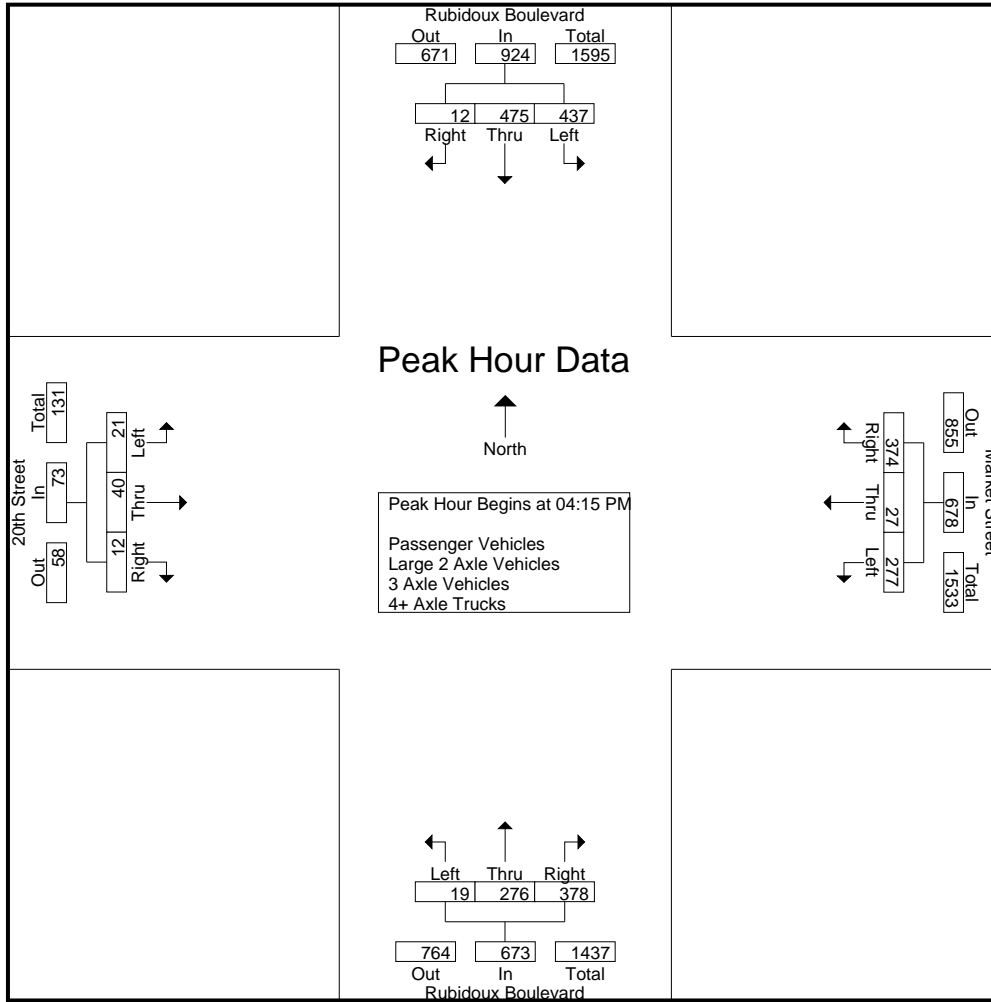
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	103	114	4	221	56	8	67	131	8	77	95	180	4	16	1	21	553
04:15 PM	114	125	5	244	57	7	99	163	7	76	103	186	8	9	9	26	619
04:30 PM	114	127	3	244	76	7	89	172	6	72	113	191	8	11	1	20	627
04:45 PM	109	107	2	218	72	6	81	159	4	45	83	132	1	9	1	11	520
Total	440	473	14	927	261	28	336	625	25	270	394	689	21	45	12	78	2319
05:00 PM	100	116	2	218	72	7	105	184	2	83	79	164	4	11	1	16	582
05:15 PM	126	106	3	235	53	3	97	153	2	95	117	214	7	7	0	14	616
05:30 PM	96	99	2	197	63	3	102	168	3	76	100	179	3	8	0	11	555
05:45 PM	101	102	4	207	60	4	64	128	3	84	95	182	2	4	1	7	524
Total	423	423	11	857	248	17	368	633	10	338	391	739	16	30	2	48	2277
Grand Total	863	896	25	1784	509	45	704	1258	35	608	785	1428	37	75	14	126	4596
Apprch %	48.4	50.2	1.4		40.5	3.6	56		2.5	42.6	55		29.4	59.5	11.1		
Total %	18.8	19.5	0.5	38.8	11.1	1	15.3	27.4	0.8	13.2	17.1	31.1	0.8	1.6	0.3	2.7	
Passenger Vehicles	834	828	13	1675	412	23	672	1107	14	527	633	1174	25	63	10	98	4054
% Passenger Vehicles	96.6	92.4	52	93.9	80.9	51.1	95.5	88	40	86.7	80.6	82.2	67.6	84	71.4	77.8	88.2
Large 2 Axle Vehicles	12	17	0	29	30	2	5	37	7	31	26	64	1	4	0	5	135
% Large 2 Axle Vehicles	1.4	1.9	0	1.6	5.9	4.4	0.7	2.9	20	5.1	3.3	4.5	2.7	5.3	0	4	2.9
3 Axle Vehicles	9	21	9	39	14	9	2	25	9	15	45	69	4	3	3	10	143
% 3 Axle Vehicles	1	2.3	36	2.2	2.8	20	0.3	2	25.7	2.5	5.7	4.8	10.8	4	21.4	7.9	3.1
4+ Axle Trucks	8	30	3	41	53	11	25	89	5	35	81	121	7	5	1	13	264
% 4+ Axle Trucks	0.9	3.3	12	2.3	10.4	24.4	3.6	7.1	14.3	5.8	10.3	8.5	18.9	6.7	7.1	10.3	5.7

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	114	125	5	244	57	7	99	163	7	76	103	186	8	9	9	26	619
04:30 PM	114	127	3	244	76	7	89	172	6	72	113	191	8	11	1	20	627
04:45 PM	109	107	2	218	72	6	81	159	4	45	83	132	1	9	1	11	520
05:00 PM	100	116	2	218	72	7	105	184	2	83	79	164	4	11	1	16	582
Total Volume	437	475	12	924	277	27	374	678	19	276	378	673	21	40	12	73	2348
% App. Total	47.3	51.4	1.3		40.9	4	55.2		2.8	41	56.2		28.8	54.8	16.4		
PHF	.958	.935	.600	.947	.911	.964	.890	.921	.679	.831	.836	.881	.656	.909	.333	.702	.936

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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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				05:00 PM				04:00 PM			
+0 mins.	103	114	4	221	57	7	99	163	2	83	79	164	4	16	1	21
+15 mins.	114	125	5	244	76	7	89	172	2	95	117	214	8	9	9	26
+30 mins.	114	127	3	244	72	6	81	159	3	76	100	179	8	11	1	20
+45 mins.	109	107	2	218	72	7	105	184	3	84	95	182	1	9	1	11
Total Volume	440	473	14	927	277	27	374	678	10	338	391	739	21	45	12	78
% App. Total	47.5	51	1.5		40.9	4	55.2		1.4	45.7	52.9		26.9	57.7	15.4	
PHF	.965	.931	.700	.950	.911	.964	.890	.921	.833	.889	.835	.863	.656	.703	.333	.750

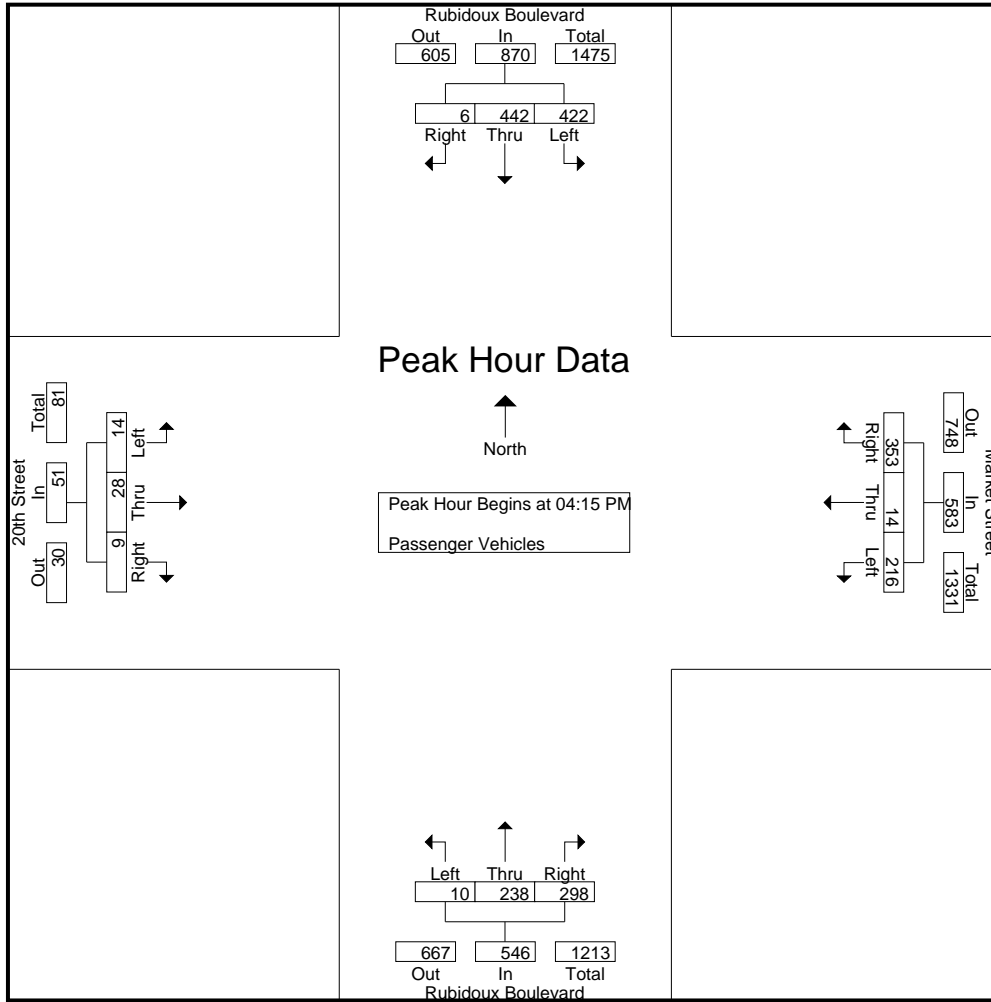
City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	100	110	1	211	46	2	66	114	1	69	78	148	2	16	0	18	491
04:15 PM	112	110	2	224	38	5	96	139	3	67	85	155	6	5	7	18	536
04:30 PM	112	121	1	234	61	4	81	146	4	61	86	151	4	9	1	14	545
04:45 PM	105	99	2	206	57	2	78	137	2	36	63	101	0	6	1	7	451
Total	429	440	6	875	202	13	321	536	10	233	312	555	12	36	9	57	2023
05:00 PM	93	112	1	206	60	3	98	161	1	74	64	139	4	8	0	12	518
05:15 PM	122	94	1	217	45	3	94	142	0	87	99	186	7	7	0	14	559
05:30 PM	92	92	2	186	55	2	98	155	2	68	84	154	1	8	0	9	504
05:45 PM	98	90	3	191	50	2	61	113	1	65	74	140	1	4	1	6	450
Total	405	388	7	800	210	10	351	571	4	294	321	619	13	27	1	41	2031
Grand Total	834	828	13	1675	412	23	672	1107	14	527	633	1174	25	63	10	98	4054
Apprch %	49.8	49.4	0.8		37.2	2.1	60.7		1.2	44.9	53.9		25.5	64.3	10.2		
Total %	20.6	20.4	0.3	41.3	10.2	0.6	16.6	27.3	0.3	13	15.6	29	0.6	1.6	0.2	2.4	

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	112	110	2	224	38	5	96	139	3	67	85	155	6	5	7	18	536
04:30 PM	112	121	1	234	61	4	81	146	4	61	86	151	4	9	1	14	545
04:45 PM	105	99	2	206	57	2	78	137	2	36	63	101	0	6	1	7	451
05:00 PM	93	112	1	206	60	3	98	161	1	74	64	139	4	8	0	12	518
Total Volume	422	442	6	870	216	14	353	583	10	238	298	546	14	28	9	51	2050
% App. Total	48.5	50.8	0.7		37	2.4	60.5		1.8	43.6	54.6		27.5	54.9	17.6		
PHF	.942	.913	.750	.929	.885	.700	.901	.905	.625	.804	.866	.881	.583	.778	.321	.708	.940



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	112	110	2	224	38	5	96	139	3	67	85	155	6	5	7	18
+15 mins.	112	121	1	234	61	4	81	146	4	61	86	151	4	9	1	14
+30 mins.	105	99	2	206	57	2	78	137	2	36	63	101	0	6	1	7
+45 mins.	93	112	1	206	60	3	98	161	1	74	64	139	4	8	0	12
Total Volume	422	442	6	870	216	14	353	583	10	238	298	546	14	28	9	51
% App. Total	48.5	50.8	0.7		37	2.4	60.5		1.8	43.6	54.6		27.5	54.9	17.6	
PHF	.942	.913	.750	.929	.885	.700	.901	.905	.625	.804	.866	.881	.583	.778	.321	.708



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

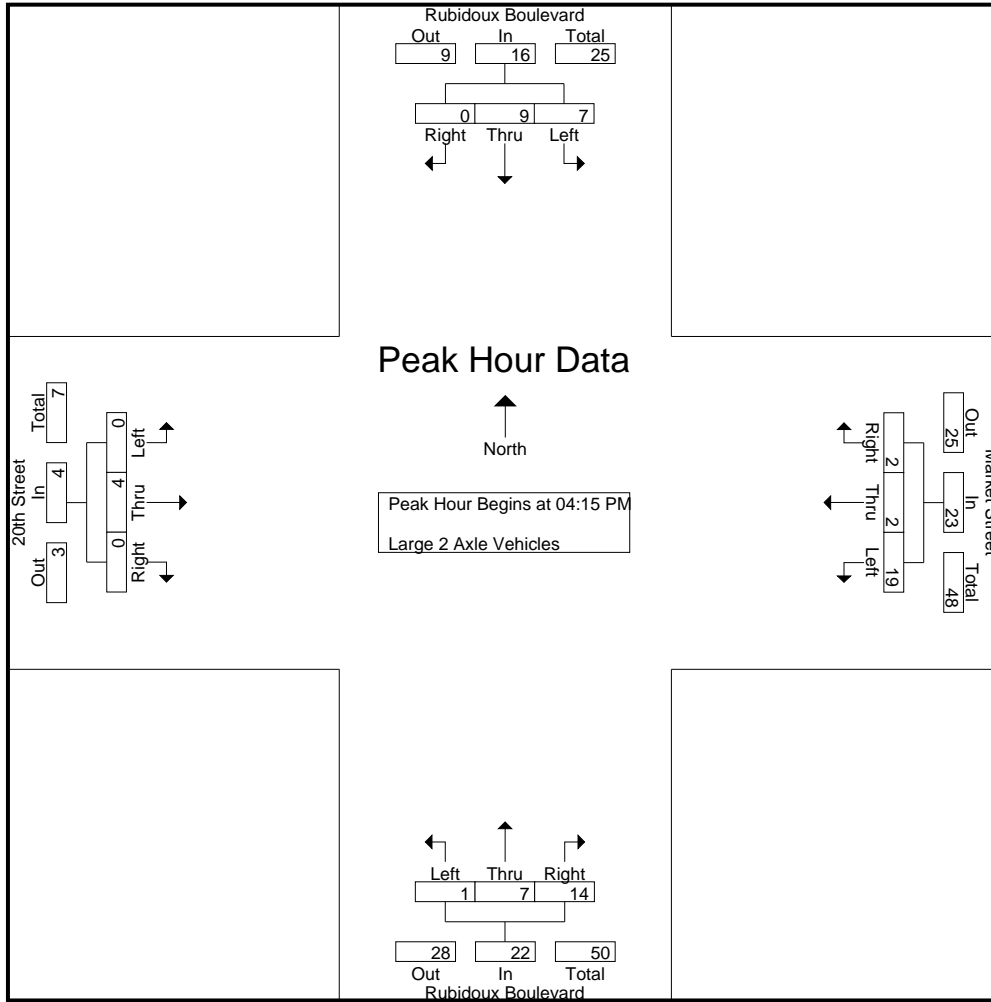
Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	0	0	3	2	0	0	2	3	6	3	12	0	0	0	0	17
04:15 PM	1	3	0	4	8	1	0	9	1	2	4	7	0	3	0	3	23
04:30 PM	2	3	0	5	5	0	2	7	0	1	2	3	0	0	0	0	15
04:45 PM	2	2	0	4	1	0	0	1	0	1	6	7	0	0	0	0	12
Total	8	8	0	16	16	1	2	19	4	10	15	29	0	3	0	3	67
05:00 PM	2	1	0	3	5	1	0	6	0	3	2	5	0	1	0	1	15
05:15 PM	1	3	0	4	3	0	1	4	2	3	2	7	0	0	0	0	15
05:30 PM	0	3	0	3	1	0	2	3	1	5	3	9	1	0	0	1	16
05:45 PM	1	2	0	3	5	0	0	5	0	10	4	14	0	0	0	0	22
Total	4	9	0	13	14	1	3	18	3	21	11	35	1	1	0	2	68
Grand Total	12	17	0	29	30	2	5	37	7	31	26	64	1	4	0	5	135
Apprch %	41.4	58.6	0		81.1	5.4	13.5		10.9	48.4	40.6		20	80	0		
Total %	8.9	12.6	0	21.5	22.2	1.5	3.7	27.4	5.2	23	19.3	47.4	0.7	3	0	3.7	

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	3	0	4	8	1	0	9	1	2	4	7	0	3	0	3	23
04:30 PM	2	3	0	5	5	0	2	7	0	1	2	3	0	0	0	0	15
04:45 PM	2	2	0	4	1	0	0	1	0	1	6	7	0	0	0	0	12
05:00 PM	2	1	0	3	5	1	0	6	0	3	2	5	0	1	0	1	15
Total Volume	7	9	0	16	19	2	2	23	1	7	14	22	0	4	0	4	65
% App. Total	43.8	56.2	0		82.6	8.7	8.7		4.5	31.8	63.6		0	100	0		
PHF	.875	.750	.000	.800	.594	.500	.250	.639	.250	.583	.583	.786	.000	.333	.000	.333	.707

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	1	3	0	4	8	1	0	9	1	2	4	7	0	3	0	3
+15 mins.	2	3	0	5	5	0	2	7	0	1	2	3	0	0	0	0
+30 mins.	2	2	0	4	1	0	0	1	0	1	6	7	0	0	0	0
+45 mins.	2	1	0	3	5	1	0	6	0	3	2	5	0	1	0	1
Total Volume	7	9	0	16	19	2	2	23	1	7	14	22	0	4	0	4
% App. Total	43.8	56.2	0		82.6	8.7	8.7		4.5	31.8	63.6		0	100	0	
PHF	.875	.750	.000	.800	.594	.500	.250	.639	.250	.583	.583	.786	.000	.333	.000	.333

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

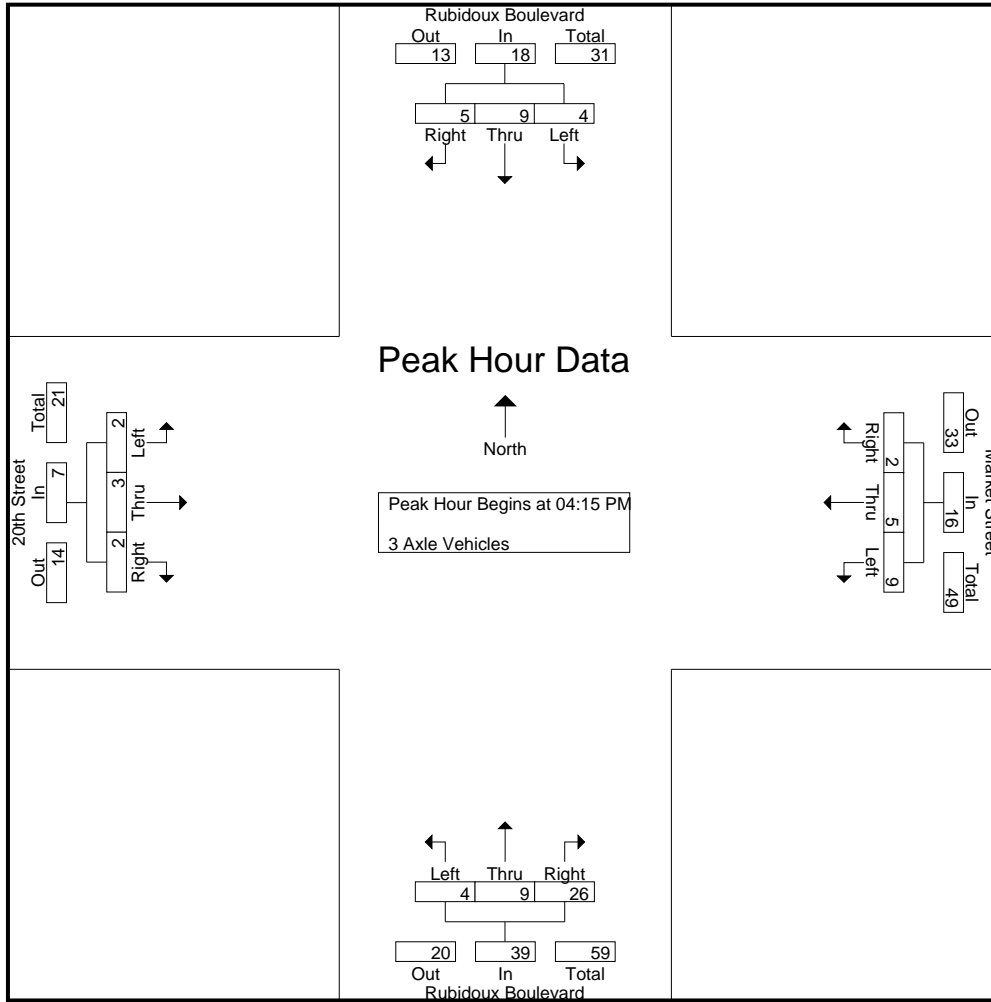
Groups Printed- 3 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	1	3	1	2	0	3	3	0	5	8	0	0	1	1	15
04:15 PM	0	5	3	8	1	1	0	2	1	1	6	8	0	1	2	3	21
04:30 PM	0	3	2	5	3	1	0	4	1	3	10	14	1	1	0	2	25
04:45 PM	1	1	0	2	3	2	0	5	1	2	6	9	1	0	0	1	17
Total	1	11	6	18	8	6	0	14	6	6	27	39	2	2	3	7	78
05:00 PM	3	0	0	3	2	1	2	5	1	3	4	8	0	1	0	1	17
05:15 PM	1	4	2	7	1	0	0	1	0	4	5	9	0	0	0	0	17
05:30 PM	3	2	0	5	1	1	0	2	0	0	4	4	1	0	0	1	12
05:45 PM	1	4	1	6	2	1	0	3	2	2	5	9	1	0	0	1	19
Total	8	10	3	21	6	3	2	11	3	9	18	30	2	1	0	3	65
Grand Total	9	21	9	39	14	9	2	25	9	15	45	69	4	3	3	10	143
Apprch %	23.1	53.8	23.1		56	36	8		13	21.7	65.2		40	30	30		
Total %	6.3	14.7	6.3	27.3	9.8	6.3	1.4	17.5	6.3	10.5	31.5	48.3	2.8	2.1	2.1	7	

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	5	3	8	1	1	0	2	1	1	6	8	0	1	2	3	21
04:30 PM	0	3	2	5	3	1	0	4	1	3	10	14	1	1	0	2	25
04:45 PM	1	1	0	2	3	2	0	5	1	2	6	9	1	0	0	1	17
05:00 PM	3	0	0	3	2	1	2	5	1	3	4	8	0	1	0	1	17
Total Volume	4	9	5	18	9	5	2	16	4	9	26	39	2	3	2	7	80
% App. Total	22.2	50	27.8		56.2	31.2	12.5		10.3	23.1	66.7		28.6	42.9	28.6		
PHF	.333	.450	.417	.563	.750	.625	.250	.800	1.00	.750	.650	.696	.500	.750	.250	.583	.800

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	5	3	8	1	1	0	2	1	1	6	8	0	1	2	3
+15 mins.	0	3	2	5	3	1	0	4	1	3	10	14	1	1	0	2
+30 mins.	1	1	0	2	3	2	0	5	1	2	6	9	1	0	0	1
+45 mins.	3	0	0	3	2	1	2	5	1	3	4	8	0	1	0	1
Total Volume	4	9	5	18	9	5	2	16	4	9	26	39	2	3	2	7
% App. Total	22.2	50	27.8		56.2	31.2	12.5		10.3	23.1	66.7		28.6	42.9	28.6	
PHF	.333	.450	.417	.563	.750	.625	.250	.800	1.000	.750	.650	.696	.500	.750	.250	.583

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

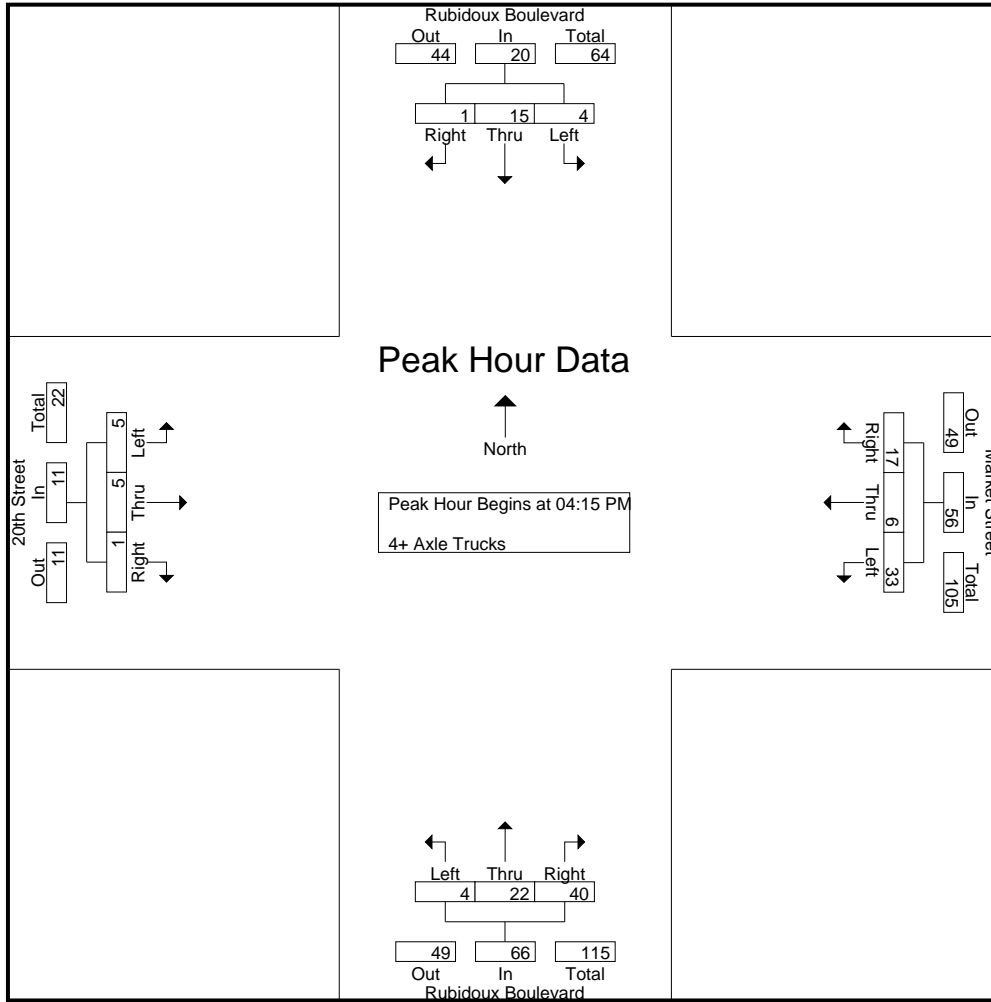
Groups Printed- 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	2	4	7	4	1	12	1	2	9	12	2	0	0	2	30
04:15 PM	1	7	0	8	10	0	3	13	2	6	8	16	2	0	0	2	39
04:30 PM	0	0	0	0	7	2	6	15	1	7	15	23	3	1	0	4	42
04:45 PM	1	5	0	6	11	2	3	16	1	6	8	15	0	3	0	3	40
Total	2	14	2	18	35	8	13	56	5	21	40	66	7	4	0	11	151
05:00 PM	2	3	1	6	5	2	5	12	0	3	9	12	0	1	1	2	32
05:15 PM	2	5	0	7	4	0	2	6	0	1	11	12	0	0	0	0	25
05:30 PM	1	2	0	3	6	0	2	8	0	3	9	12	0	0	0	0	23
05:45 PM	1	6	0	7	3	1	3	7	0	7	12	19	0	0	0	0	33
Total	6	16	1	23	18	3	12	33	0	14	41	55	0	1	1	2	113
Grand Total	8	30	3	41	53	11	25	89	5	35	81	121	7	5	1	13	264
Apprch %	19.5	73.2	7.3		59.6	12.4	28.1		4.1	28.9	66.9		53.8	38.5	7.7		
Total %	3	11.4	1.1	15.5	20.1	4.2	9.5	33.7	1.9	13.3	30.7	45.8	2.7	1.9	0.4	4.9	

Start Time	Rubidoux Boulevard Southbound				Market Street Westbound				Rubidoux Boulevard Northbound				20th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	7	0	8	10	0	3	13	2	6	8	16	2	0	0	2	39
04:30 PM	0	0	0	0	7	2	6	15	1	7	15	23	3	1	0	4	42
04:45 PM	1	5	0	6	11	2	3	16	1	6	8	15	0	3	0	3	40
05:00 PM	2	3	1	6	5	2	5	12	0	3	9	12	0	1	1	2	32
Total Volume	4	15	1	20	33	6	17	56	4	22	40	66	5	5	1	11	153
% App. Total	20	75	5		58.9	10.7	30.4		6.1	33.3	60.6		45.5	45.5	9.1		
PHF	.500	.536	.250	.625	.750	.750	.708	.875	.500	.786	.667	.717	.417	.417	.250	.688	.911

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 20th Street/Market Street  
 Weather: Clear

File Name : 01\_JVY\_Rubidoux\_20th\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	1	7	0	8	10	0	3	13	2	6	8	16	2	0	0	2
+15 mins.	0	0	0	0	7	2	6	15	1	7	15	23	3	1	0	4
+30 mins.	1	5	0	6	11	2	3	16	1	6	8	15	0	3	0	3
+45 mins.	2	3	1	6	5	2	5	12	0	3	9	12	0	1	1	2
Total Volume	4	15	1	20	33	6	17	56	4	22	40	66	5	5	1	11
% App. Total	20	75	5		58.9	10.7	30.4		6.1	33.3	60.6		45.5	45.5	9.1	
PHF	.500	.536	.250	.625	.750	.750	.708	.875	.500	.786	.667	.717	.417	.417	.250	.688

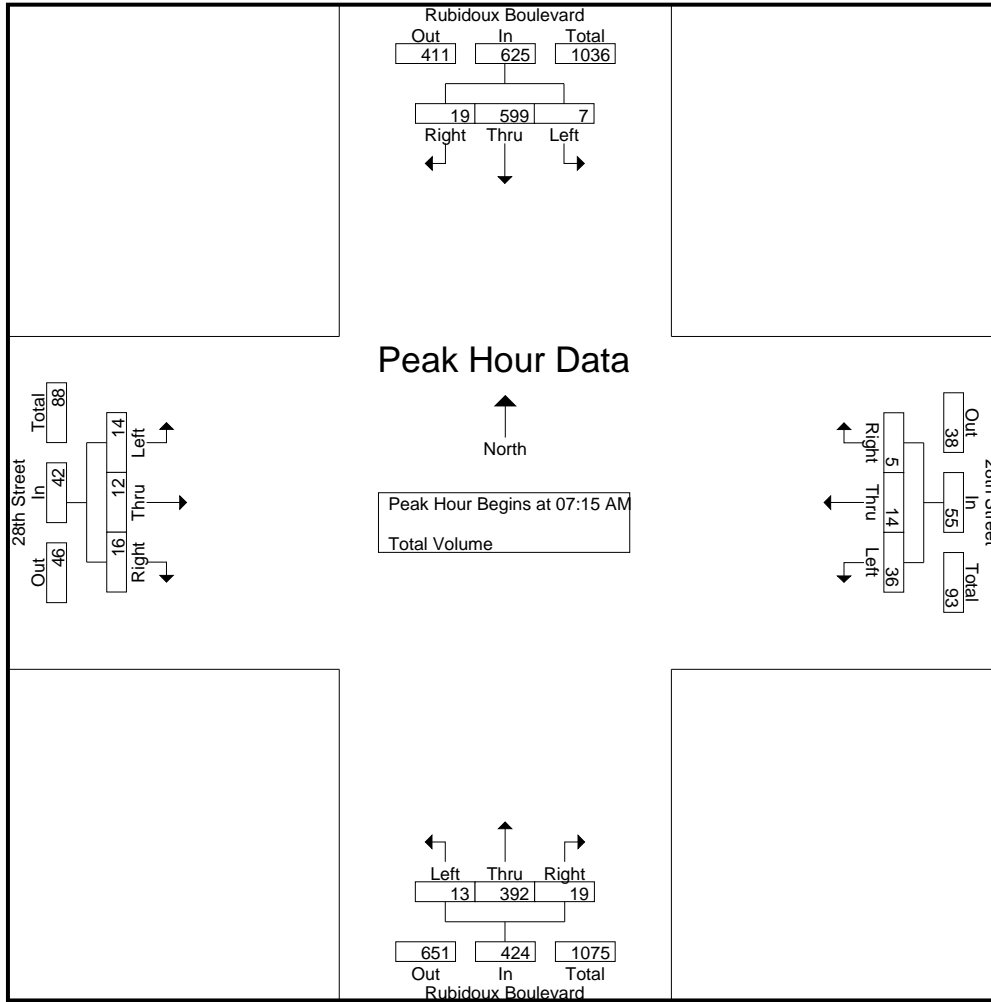
City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 02\_JVY\_Rubidoux\_28th AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	119	0	120	5	2	1	8	3	79	5	87	3	0	2	5	220
07:15 AM	3	139	4	146	11	2	0	13	4	76	1	81	2	2	7	11	251
07:30 AM	0	196	2	198	10	4	2	16	2	114	4	120	7	5	4	16	350
07:45 AM	1	146	5	152	7	4	1	12	6	106	7	119	5	3	1	9	292
Total	5	600	11	616	33	12	4	49	15	375	17	407	17	10	14	41	1113
08:00 AM	3	118	8	129	8	4	2	14	1	96	7	104	0	2	4	6	253
08:15 AM	1	96	0	97	14	3	4	21	4	97	3	104	4	2	7	13	235
08:30 AM	1	108	3	112	13	3	2	18	3	156	7	166	4	2	5	11	307
08:45 AM	3	101	3	107	8	6	2	16	6	136	7	149	16	4	4	24	296
Total	8	423	14	445	43	16	10	69	14	485	24	523	24	10	20	54	1091
Grand Total	13	1023	25	1061	76	28	14	118	29	860	41	930	41	20	34	95	2204
Apprch %	1.2	96.4	2.4		64.4	23.7	11.9		3.1	92.5	4.4		43.2	21.1	35.8		
Total %	0.6	46.4	1.1	48.1	3.4	1.3	0.6	5.4	1.3	39	1.9	42.2	1.9	0.9	1.5	4.3	

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	3	139	4	146	11	2	0	13	4	76	1	81	2	2	7	11	251
07:30 AM	0	196	2	198	10	4	2	16	2	114	4	120	7	5	4	16	350
07:45 AM	1	146	5	152	7	4	1	12	6	106	7	119	5	3	1	9	292
08:00 AM	3	118	8	129	8	4	2	14	1	96	7	104	0	2	4	6	253
Total Volume	7	599	19	625	36	14	5	55	13	392	19	424	14	12	16	42	1146
% App. Total	1.1	95.8	3		65.5	25.5	9.1		3.1	92.5	4.5		33.3	28.6	38.1		
PHF	.583	.764	.594	.789	.818	.875	.625	.859	.542	.860	.679	.883	.500	.600	.571	.656	.819



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

	07:15 AM				08:00 AM				08:00 AM				08:00 AM			
+0 mins.	3	139	4	146	8	4	2	14	1	96	7	104	0	2	4	6
+15 mins.	0	196	2	198	14	3	4	21	4	97	3	104	4	2	7	13
+30 mins.	1	146	5	152	13	3	2	18	3	156	7	166	4	2	5	11
+45 mins.	3	118	8	129	8	6	2	16	6	136	7	149	16	4	4	24
Total Volume	7	599	19	625	43	16	10	69	14	485	24	523	24	10	20	54
% App. Total	1.1	95.8	3		62.3	23.2	14.5		2.7	92.7	4.6		44.4	18.5	37	
PHF	.583	.764	.594	.789	.768	.667	.625	.821	.583	.777	.857	.788	.375	.625	.714	.563



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 02\_JVY\_Rubidoux\_28th PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	156	3	162	17	3	2	22	5	158	6	169	8	4	8	20	373
04:15 PM	2	137	2	141	6	3	4	13	3	173	10	186	5	4	8	17	357
04:30 PM	4	162	3	169	16	5	5	26	4	157	4	165	10	2	2	14	374
04:45 PM	3	161	6	170	19	3	2	24	6	167	5	178	9	4	4	17	389
Total	12	616	14	642	58	14	13	85	18	655	25	698	32	14	22	68	1493
05:00 PM	3	170	1	174	18	5	5	28	3	179	14	196	8	9	4	21	419
05:15 PM	0	126	0	126	7	6	5	18	7	184	8	199	15	6	6	27	370
05:30 PM	0	146	3	149	14	2	3	19	10	183	11	204	11	10	2	23	395
05:45 PM	1	159	7	167	8	7	2	17	10	170	5	185	7	4	5	16	385
Total	4	601	11	616	47	20	15	82	30	716	38	784	41	29	17	87	1569
Grand Total	16	1217	25	1258	105	34	28	167	48	1371	63	1482	73	43	39	155	3062
Apprch %	1.3	96.7	2		62.9	20.4	16.8		3.2	92.5	4.3		47.1	27.7	25.2		
Total %	0.5	39.7	0.8	41.1	3.4	1.1	0.9	5.5	1.6	44.8	2.1	48.4	2.4	1.4	1.3	5.1	

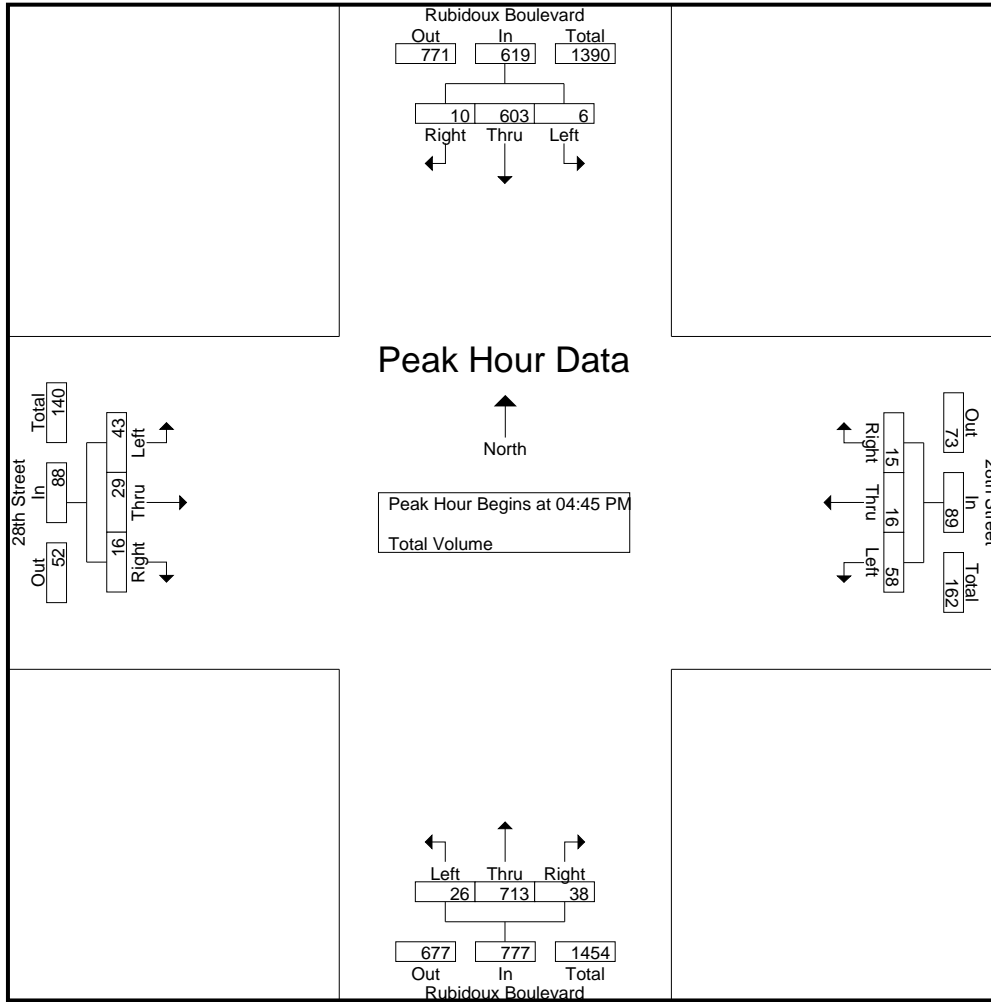
Start Time	Rubidoux Boulevard Southbound				28th Street Westbound				Rubidoux Boulevard Northbound				28th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:45 PM	<b>3</b>	161	<b>6</b>	170	<b>19</b>	3	2	24	6	167	5	178	9	4	4	17	389
05:00 PM	3	<b>170</b>	1	<b>174</b>	18	5	<b>5</b>	<b>28</b>	3	179	<b>14</b>	196	8	9	4	21	<b>419</b>
05:15 PM	0	126	0	126	7	<b>6</b>	5	18	7	<b>184</b>	8	199	<b>15</b>	6	<b>6</b>	<b>27</b>	370
05:30 PM	0	146	3	149	14	2	3	19	<b>10</b>	183	11	<b>204</b>	11	<b>10</b>	2	23	395
Total Volume	6	603	10	619	58	16	15	89	26	713	38	777	43	29	16	88	1573
% App. Total	1	97.4	1.6		65.2	18	16.9		3.3	91.8	4.9		48.9	33	18.2		
PHF	.500	.887	.417	.889	.763	.667	.750	.795	.650	.969	.679	.952	.717	.725	.667	.815	.939

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

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 28th Street  
 Weather: Clear

File Name : 02\_JVY\_Rubidoux\_28th PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	2	137	2	141	16	5	5	26	3	179	14	196	9	4	4	17
+15 mins.	4	162	3	169	19	3	2	24	7	184	8	199	8	9	4	21
+30 mins.	3	161	6	170	18	5	5	28	10	183	11	204	15	6	6	27
+45 mins.	3	170	1	174	7	6	5	18	10	170	5	185	11	10	2	23
Total Volume	12	630	12	654	60	19	17	96	30	716	38	784	43	29	16	88
% App. Total	1.8	96.3	1.8		62.5	19.8	17.7		3.8	91.3	4.8		48.9	33	18.2	
PHF	.750	.926	.500	.940	.789	.792	.850	.857	.750	.973	.679	.961	.717	.725	.667	.815

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

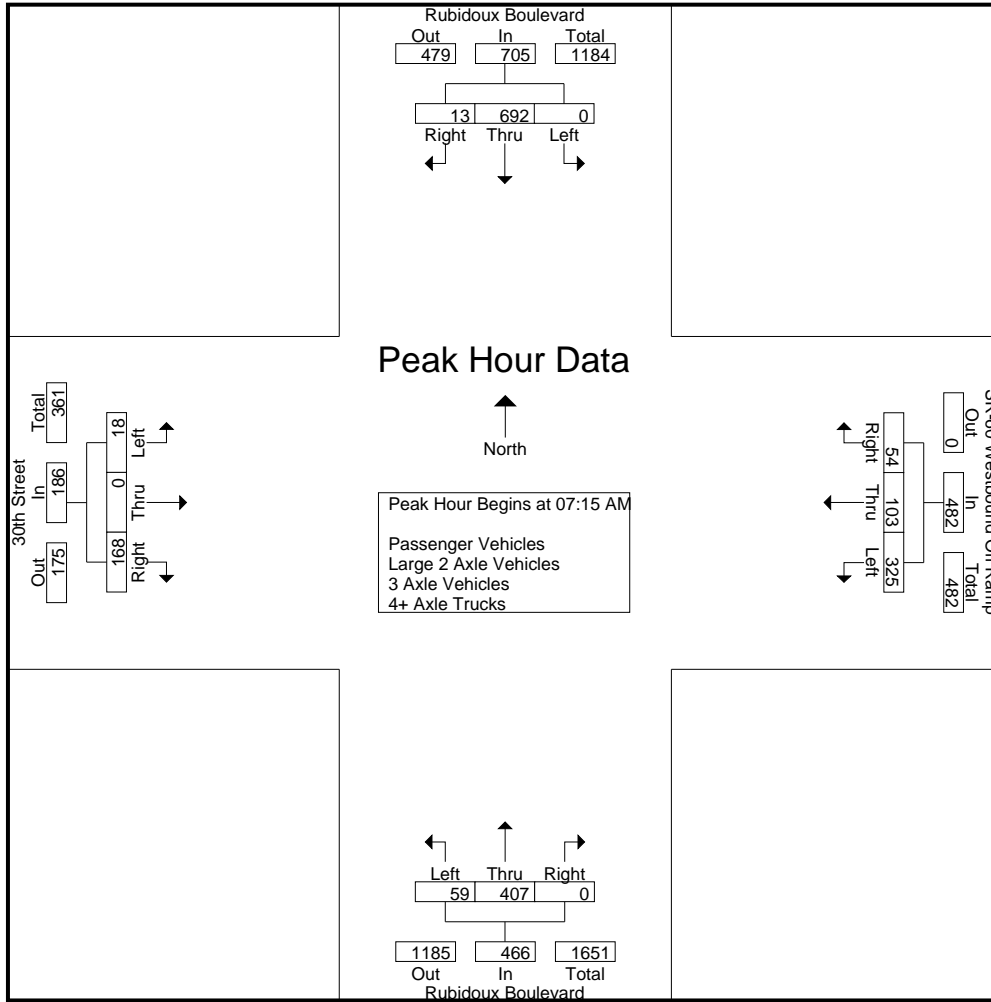
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	157	3	160	59	15	16	90	9	93	0	102	6	0	52	58	410
07:15 AM	0	165	2	167	83	29	11	123	10	82	0	92	5	0	49	54	436
07:30 AM	0	203	5	208	83	21	8	112	14	102	0	116	3	0	42	45	481
07:45 AM	0	174	3	177	82	27	22	131	14	128	0	142	6	0	38	44	494
Total	0	699	13	712	307	92	57	456	47	405	0	452	20	0	181	201	1821
08:00 AM	0	150	3	153	77	26	13	116	21	95	0	116	4	0	39	43	428
08:15 AM	0	130	2	132	96	18	15	129	14	92	0	106	9	0	34	43	410
08:30 AM	0	115	6	121	77	23	20	120	17	135	0	152	8	0	38	46	439
08:45 AM	0	133	1	134	74	18	18	110	12	158	0	170	8	0	34	42	456
Total	0	528	12	540	324	85	66	475	64	480	0	544	29	0	145	174	1733
Grand Total	0	1227	25	1252	631	177	123	931	111	885	0	996	49	0	326	375	3554
Apprch %	0	98	2		67.8	19	13.2		11.1	88.9	0		13.1	0	86.9		
Total %	0	34.5	0.7	35.2	17.8	5	3.5	26.2	3.1	24.9	0	28	1.4	0	9.2	10.6	
Passenger Vehicles	0	949	21	970	606	172	109	887	100	720	0	820	39	0	289	328	3005
% Passenger Vehicles	0	77.3	84	77.5	96	97.2	88.6	95.3	90.1	81.4	0	82.3	79.6	0	88.7	87.5	84.6
Large 2 Axle Vehicles	0	105	2	107	21	4	7	32	7	47	0	54	4	0	29	33	226
% Large 2 Axle Vehicles	0	8.6	8	8.5	3.3	2.3	5.7	3.4	6.3	5.3	0	5.4	8.2	0	8.9	8.8	6.4
3 Axle Vehicles	0	64	1	65	2	0	3	5	3	45	0	48	5	0	3	8	126
% 3 Axle Vehicles	0	5.2	4	5.2	0.3	0	2.4	0.5	2.7	5.1	0	4.8	10.2	0	0.9	2.1	3.5
4+ Axle Trucks	0	109	1	110	2	1	4	7	1	73	0	74	1	0	5	6	197
% 4+ Axle Trucks	0	8.9	4	8.8	0.3	0.6	3.3	0.8	0.9	8.2	0	7.4	2	0	1.5	1.6	5.5

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	165	2	167	<b>83</b>	<b>29</b>	11	123	10	82	0	92	5	0	<b>49</b>	<b>54</b>	436
07:30 AM	0	<b>203</b>	<b>5</b>	<b>208</b>	83	21	8	112	14	102	0	116	3	0	42	45	481
07:45 AM	0	174	3	177	82	27	<b>22</b>	<b>131</b>	14	<b>128</b>	0	<b>142</b>	<b>6</b>	0	38	44	<b>494</b>
08:00 AM	0	150	3	153	77	26	13	116	<b>21</b>	95	0	116	4	0	39	43	428
Total Volume	0	692	13	705	325	103	54	482	59	407	0	466	18	0	168	186	1839
% App. Total	0	98.2	1.8		67.4	21.4	11.2		12.7	87.3	0		9.7	0	90.3		
PHF	.000	.852	.650	.847	.979	.888	.614	.920	.702	.795	.000	.820	.750	.000	.857	.861	.931

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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				07:45 AM				08:00 AM				07:00 AM			
+0 mins.	0	157	3	160	82	27	22	131	21	95	0	116	6	0	52	58
+15 mins.	0	165	2	167	77	26	13	116	14	92	0	106	5	0	49	54
+30 mins.	0	203	5	208	96	18	15	129	17	135	0	152	3	0	42	45
+45 mins.	0	174	3	177	77	23	20	120	12	158	0	170	6	0	38	44
Total Volume	0	699	13	712	332	94	70	496	64	480	0	544	20	0	181	201
% App. Total	0	98.2	1.8		66.9	19	14.1		11.8	88.2	0		10	0	90	
PHF	.000	.861	.650	.856	.865	.870	.795	.947	.762	.759	.000	.800	.833	.000	.870	.866

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

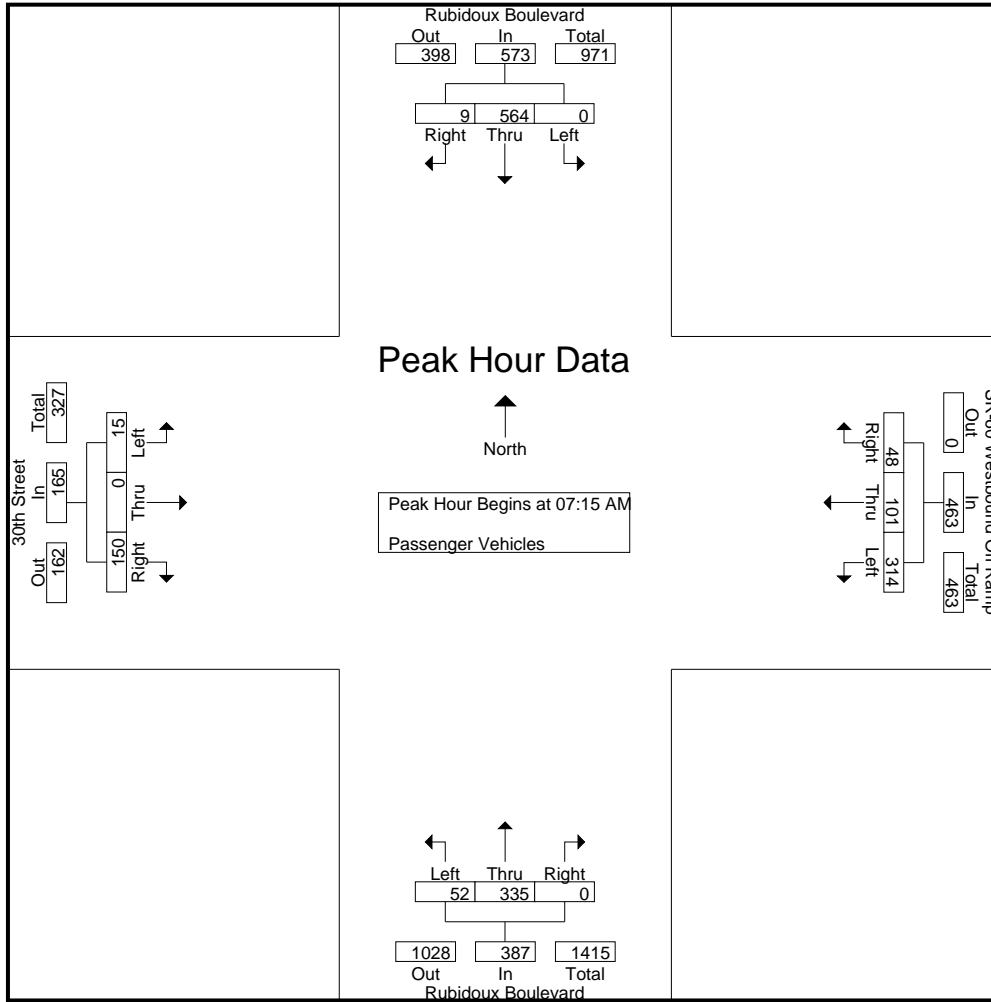
Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	125	3	128	56	15	14	85	8	76	0	84	5	0	45	50	347
07:15 AM	0	134	2	136	79	27	11	117	10	67	0	77	4	0	41	45	375
07:30 AM	0	165	3	168	80	21	6	107	13	90	0	103	2	0	37	39	417
07:45 AM	0	148	3	151	81	27	19	127	13	106	0	119	5	0	36	41	438
Total	0	572	11	583	296	90	50	436	44	339	0	383	16	0	159	175	1577
08:00 AM	0	117	1	118	74	26	12	112	16	72	0	88	4	0	36	40	358
08:15 AM	0	97	2	99	95	18	14	127	13	72	0	85	5	0	34	39	350
08:30 AM	0	78	6	84	70	21	18	109	15	111	0	126	8	0	30	38	357
08:45 AM	0	85	1	86	71	17	15	103	12	126	0	138	6	0	30	36	363
Total	0	377	10	387	310	82	59	451	56	381	0	437	23	0	130	153	1428
Grand Total	0	949	21	970	606	172	109	887	100	720	0	820	39	0	289	328	3005
Apprch %	0	97.8	2.2		68.3	19.4	12.3		12.2	87.8	0		11.9	0	88.1		
Total %	0	31.6	0.7	32.3	20.2	5.7	3.6	29.5	3.3	24	0	27.3	1.3	0	9.6	10.9	

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	134	2	136	79	<b>27</b>	11	117	10	67	0	77	4	0	<b>41</b>	<b>45</b>	375
07:30 AM	0	<b>165</b>	<b>3</b>	<b>168</b>	80	21	6	107	13	90	0	103	2	0	37	39	417
07:45 AM	0	148	3	151	<b>81</b>	27	<b>19</b>	<b>127</b>	13	<b>106</b>	0	<b>119</b>	<b>5</b>	0	36	41	<b>438</b>
08:00 AM	0	117	1	118	74	26	12	112	<b>16</b>	72	0	88	4	0	36	40	358
Total Volume	0	564	9	573	314	101	48	463	52	335	0	387	15	0	150	165	1588
% App. Total	0	98.4	1.6		67.8	21.8	10.4		13.4	86.6	0		9.1	0	90.9		
PHF	.000	.855	.750	.853	.969	.935	.632	.911	.813	.790	.000	.813	.750	.000	.915	.917	.906

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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	134	2	136	79	27	11	117	10	67	0	77	4	0	41	45
+15 mins.	0	165	3	168	80	21	6	107	13	90	0	103	2	0	37	39
+30 mins.	0	148	3	151	81	27	19	127	13	106	0	119	5	0	36	41
+45 mins.	0	117	1	118	74	26	12	112	16	72	0	88	4	0	36	40
Total Volume	0	564	9	573	314	101	48	463	52	335	0	387	15	0	150	165
% App. Total	0	98.4	1.6		67.8	21.8	10.4		13.4	86.6	0		9.1	0	90.9	
PHF	.000	.855	.750	.853	.969	.935	.632	.911	.813	.790	.000	.813	.750	.000	.915	.917

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

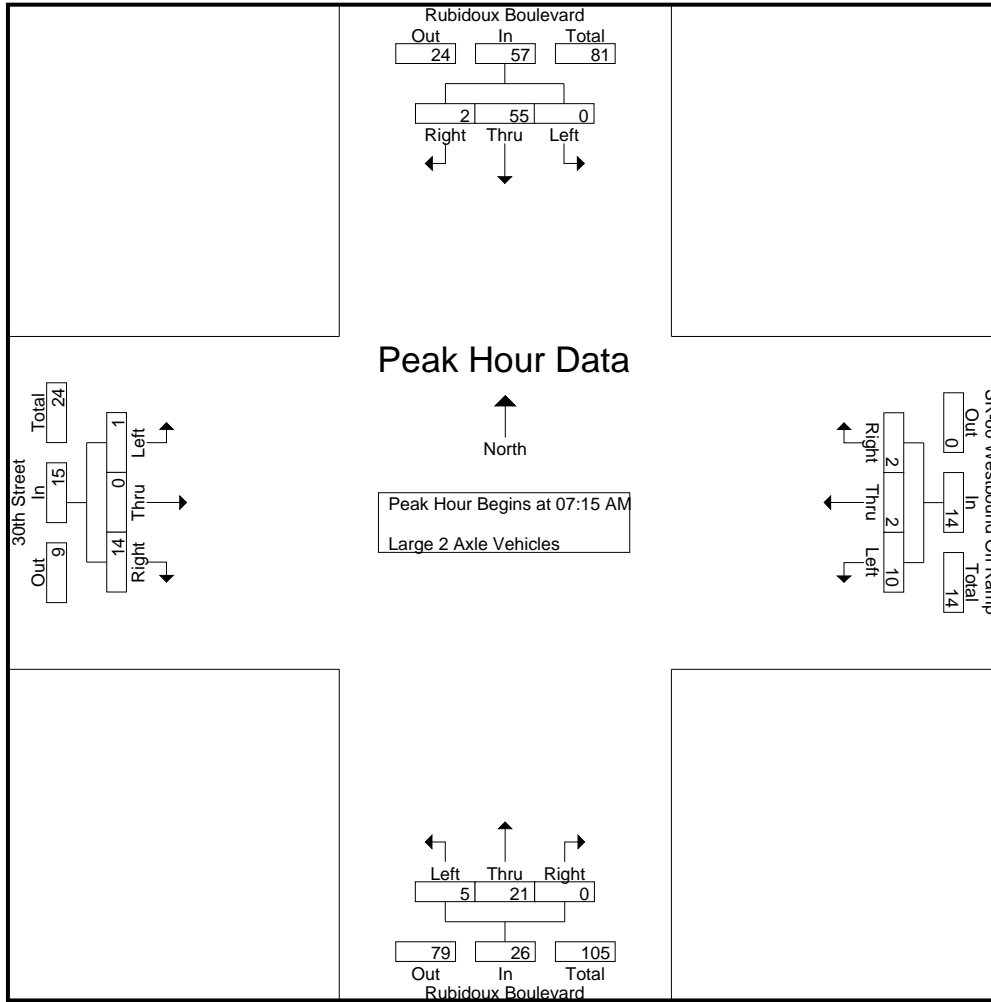
Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	13	0	13	3	0	1	4	1	4	0	5	1	0	7	8	30
07:15 AM	0	10	0	10	3	2	0	5	0	6	0	6	0	0	6	6	27
07:30 AM	0	16	1	17	3	0	1	4	0	3	0	3	1	0	4	5	29
07:45 AM	0	15	0	15	1	0	1	2	1	8	0	9	0	0	2	2	28
Total	0	54	1	55	10	2	3	15	2	21	0	23	2	0	19	21	114
08:00 AM	0	14	1	15	3	0	0	3	4	4	0	8	0	0	2	2	28
08:15 AM	0	10	0	10	1	0	1	2	1	2	0	3	2	0	0	2	17
08:30 AM	0	10	0	10	4	2	1	7	0	7	0	7	0	0	6	6	30
08:45 AM	0	17	0	17	3	0	2	5	0	13	0	13	0	0	2	2	37
Total	0	51	1	52	11	2	4	17	5	26	0	31	2	0	10	12	112
Grand Total	0	105	2	107	21	4	7	32	7	47	0	54	4	0	29	33	226
Apprch %	0	98.1	1.9		65.6	12.5	21.9		13	87	0		12.1	0	87.9		
Total %	0	46.5	0.9	47.3	9.3	1.8	3.1	14.2	3.1	20.8	0	23.9	1.8	0	12.8	14.6	

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	10	0	10	<b>3</b>	<b>2</b>	0	<b>5</b>	0	6	0	6	0	0	<b>6</b>	<b>6</b>	27
07:30 AM	0	<b>16</b>	<b>1</b>	<b>17</b>	3	0	<b>1</b>	4	0	3	0	3	<b>1</b>	0	4	5	<b>29</b>
07:45 AM	0	15	0	15	1	0	1	2	1	<b>8</b>	0	<b>9</b>	0	0	2	2	28
08:00 AM	0	14	1	15	3	0	0	3	<b>4</b>	4	0	8	0	0	2	2	28
Total Volume	0	55	2	57	10	2	2	14	5	21	0	26	1	0	14	15	112
% App. Total	0	96.5	3.5		71.4	14.3	14.3		19.2	80.8	0		6.7	0	93.3		
PHF	.000	.859	.500	.838	.833	.250	.500	.700	.313	.656	.000	.722	.250	.000	.583	.625	.966

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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	10	0	10	3	2	0	5	0	6	0	6	0	0	6	6
+15 mins.	0	16	1	17	3	0	1	4	0	3	0	3	1	0	4	5
+30 mins.	0	15	0	15	1	0	1	2	1	8	0	9	0	0	2	2
+45 mins.	0	14	1	15	3	0	0	3	4	4	0	8	0	0	2	2
Total Volume	0	55	2	57	10	2	2	14	5	21	0	26	1	0	14	15
% App. Total	0	96.5	3.5		71.4	14.3	14.3		19.2	80.8	0		6.7	0	93.3	
PHF	.000	.859	.500	.838	.833	.250	.500	.700	.313	.656	.000	.722	.250	.000	.583	.625



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

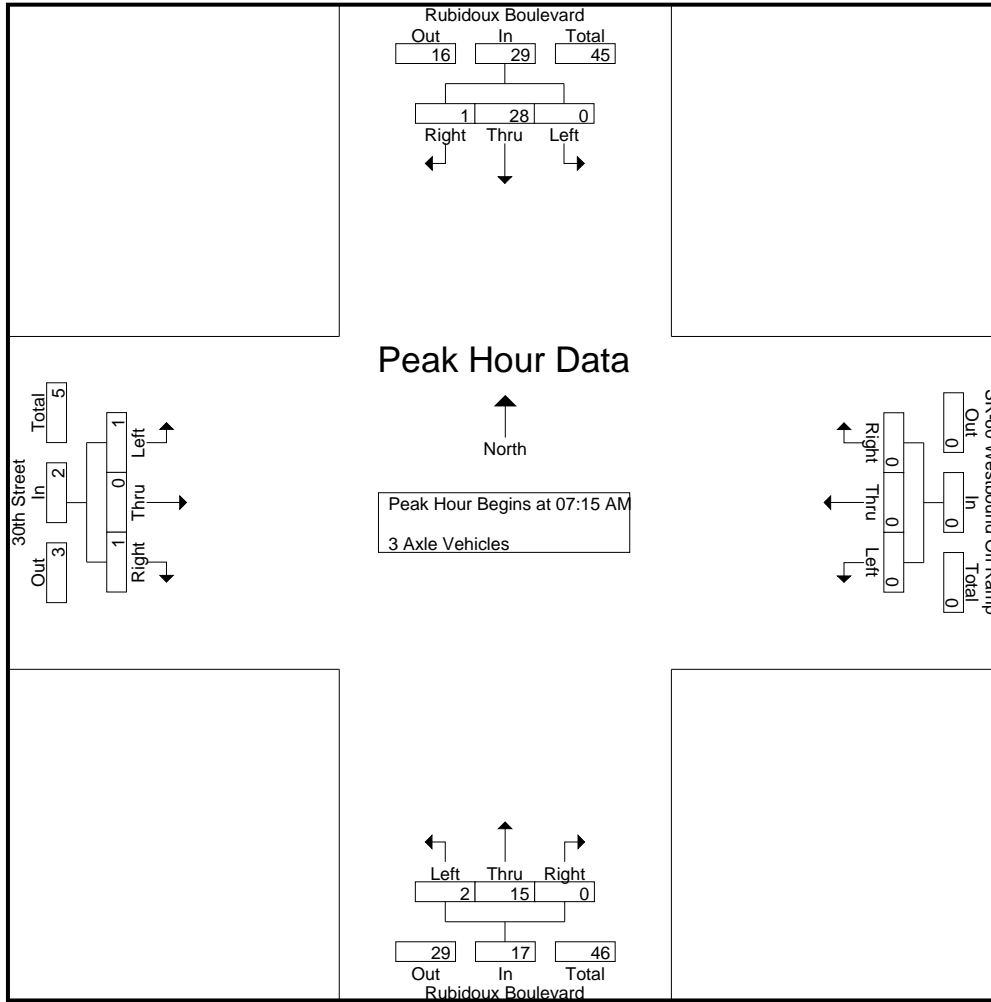
Groups Printed- 3 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	9	0	9	0	0	1	1	0	7	0	7	0	0	0	0	17
07:15 AM	0	10	0	10	0	0	0	0	0	2	0	2	0	0	0	0	12
07:30 AM	0	8	1	9	0	0	0	0	1	4	0	5	0	0	1	1	15
07:45 AM	0	3	0	3	0	0	0	0	0	3	0	3	1	0	0	1	7
Total	0	30	1	31	0	0	1	1	1	16	0	17	1	0	1	2	51
08:00 AM	0	7	0	7	0	0	0	0	1	6	0	7	0	0	0	0	14
08:15 AM	0	11	0	11	0	0	0	0	0	8	0	8	2	0	0	2	21
08:30 AM	0	5	0	5	2	0	1	3	1	5	0	6	0	0	1	1	15
08:45 AM	0	11	0	11	0	0	1	1	0	10	0	10	2	0	1	3	25
Total	0	34	0	34	2	0	2	4	2	29	0	31	4	0	2	6	75
Grand Total	0	64	1	65	2	0	3	5	3	45	0	48	5	0	3	8	126
Apprch %	0	98.5	1.5		40	0	60		6.2	93.8	0		62.5	0	37.5		
Total %	0	50.8	0.8	51.6	1.6	0	2.4	4	2.4	35.7	0	38.1	4	0	2.4	6.3	

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	<b>10</b>	0	<b>10</b>	0	0	0	0	0	2	0	2	0	0	0	0	12
07:30 AM	0	8	1	9	0	0	0	0	1	4	0	5	0	0	1	1	15
07:45 AM	0	3	0	3	0	0	0	0	0	3	0	3	1	0	0	1	7
08:00 AM	0	7	0	7	0	0	0	0	1	<b>6</b>	0	<b>7</b>	0	0	0	0	14
Total Volume	0	28	1	29	0	0	0	0	2	15	0	17	1	0	1	2	48
% App. Total	0	96.6	3.4		0	0	0		11.8	88.2	0		50	0	50		
PHF	.000	.700	.250	.725	.000	.000	.000	.000	.500	.625	.000	.607	.250	.000	.250	.500	.800

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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	<b>10</b>	0	<b>10</b>	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	8	1	9	0	0	0	0	1	4	0	5	0	0	0	1
+30 mins.	0	3	0	3	0	0	0	0	0	3	0	3	1	0	0	1
+45 mins.	0	7	0	7	0	0	0	0	1	<b>6</b>	0	<b>7</b>	0	0	0	0
Total Volume	0	28	1	29	0	0	0	0	2	15	0	17	1	0	1	2
% App. Total	0	96.6	3.4		0	0	0	0	11.8	88.2	0		50	0	50	
PHF	.000	.700	.250	.725	.000	.000	.000	.000	.500	.625	.000	.607	.250	.000	.250	.500

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

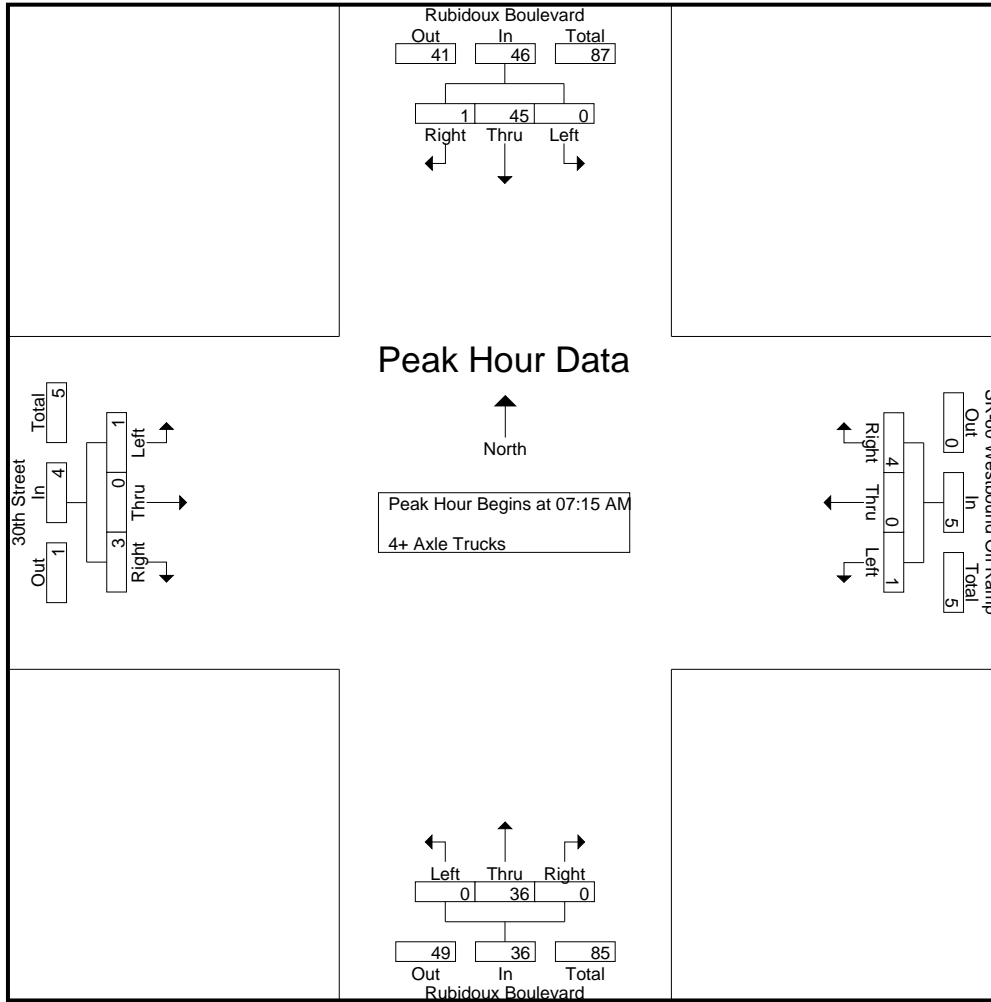
Groups Printed- 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	10	0	10	0	0	0	0	0	6	0	6	0	0	0	0	16
07:15 AM	0	11	0	11	1	0	0	1	0	7	0	7	1	0	2	3	22
07:30 AM	0	14	0	14	0	0	1	1	0	5	0	5	0	0	0	0	20
07:45 AM	0	8	0	8	0	0	2	2	0	11	0	11	0	0	0	0	21
Total	0	43	0	43	1	0	3	4	0	29	0	29	1	0	2	3	79
08:00 AM	0	12	1	13	0	0	1	1	0	13	0	13	0	0	1	1	28
08:15 AM	0	12	0	12	0	0	0	0	0	10	0	10	0	0	0	0	22
08:30 AM	0	22	0	22	1	0	0	1	1	12	0	13	0	0	1	1	37
08:45 AM	0	20	0	20	0	1	0	1	0	9	0	9	0	0	1	1	31
Total	0	66	1	67	1	1	1	3	1	44	0	45	0	0	3	3	118
Grand Total	0	109	1	110	2	1	4	7	1	73	0	74	1	0	5	6	197
Apprch %	0	99.1	0.9		28.6	14.3	57.1		1.4	98.6	0		16.7	0	83.3		
Total %	0	55.3	0.5	55.8	1	0.5	2	3.6	0.5	37.1	0	37.6	0.5	0	2.5	3	

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	11	0	11	1	0	0	1	0	7	0	7	1	0	2	3	22
07:30 AM	0	14	0	14	0	0	1	1	0	5	0	5	0	0	0	0	20
07:45 AM	0	8	0	8	0	0	2	2	0	11	0	11	0	0	0	0	21
08:00 AM	0	12	1	13	0	0	1	1	0	13	0	13	0	0	1	1	28
Total Volume	0	45	1	46	1	0	4	5	0	36	0	36	1	0	3	4	91
% App. Total	0	97.8	2.2		20	0	80		0	100	0		25	0	75		
PHF	.000	.804	.250	.821	.250	.000	.500	.625	.000	.692	.000	.692	.250	.000	.375	.333	.813

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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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	11	0	11	1	0	0	1	0	7	0	7	1	0	2	3
+15 mins.	0	14	0	14	0	0	1	1	0	5	0	5	0	0	0	0
+30 mins.	0	8	0	8	0	0	2	2	0	11	0	11	0	0	0	0
+45 mins.	0	12	1	13	0	0	1	1	0	13	0	13	0	0	1	1
Total Volume	0	45	1	46	1	0	4	5	0	36	0	36	1	0	3	4
% App. Total	0	97.8	2.2		20	0	80		0	100	0		25	0	75	
PHF	.000	.804	.250	.821	.250	.000	.500	.625	.000	.692	.000	.692	.250	.000	.375	.333

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

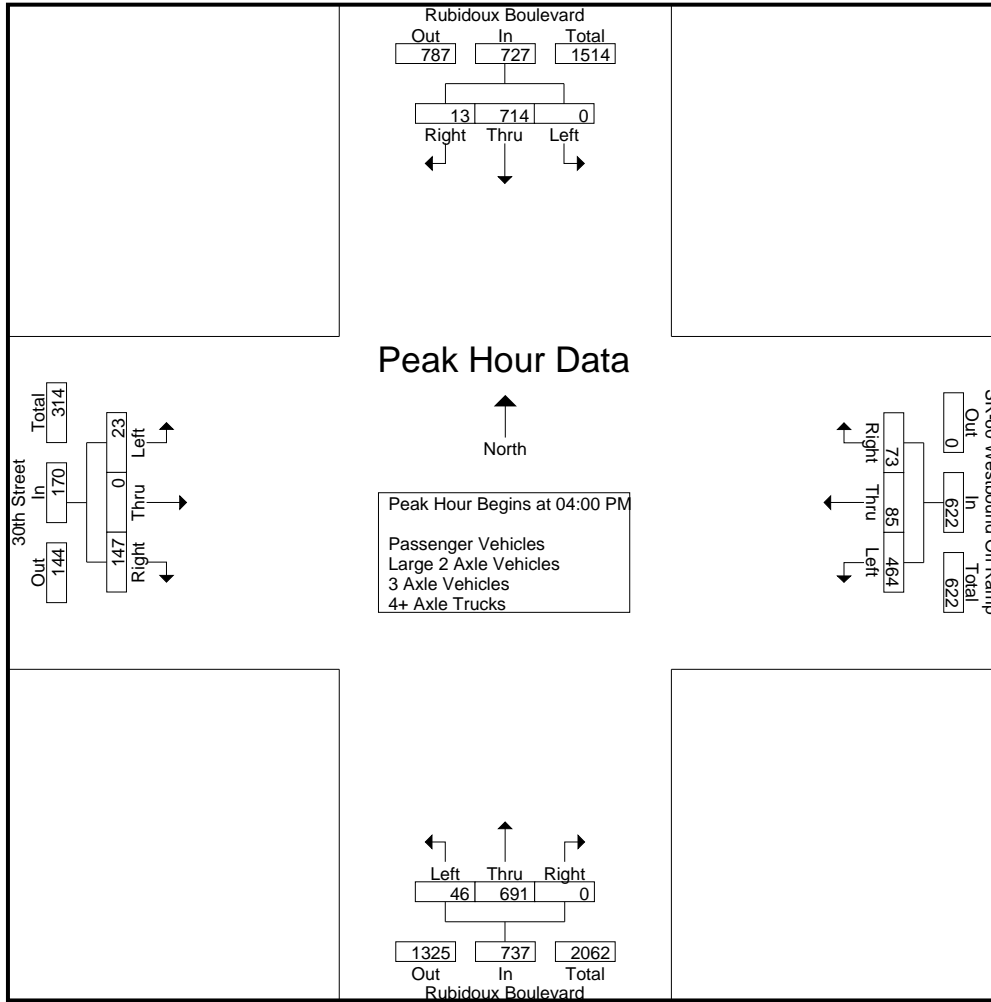
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	171	3	174	123	19	25	167	16	169	0	185	10	0	53	63	589
04:15 PM	0	192	5	197	113	23	13	149	9	185	0	194	5	0	37	42	582
04:30 PM	0	181	3	184	121	30	16	167	13	167	0	180	7	0	33	40	571
04:45 PM	0	170	2	172	107	13	19	139	8	170	0	178	1	0	24	25	514
Total	0	714	13	727	464	85	73	622	46	691	0	737	23	0	147	170	2256
05:00 PM	0	176	5	181	109	27	16	152	13	156	0	169	9	0	39	48	550
05:15 PM	0	187	2	189	101	20	14	135	11	205	0	216	4	0	28	32	572
05:30 PM	0	162	2	164	115	16	13	144	10	194	0	204	7	0	28	35	547
05:45 PM	0	165	3	168	132	22	25	179	17	176	0	193	10	0	37	47	587
Total	0	690	12	702	457	85	68	610	51	731	0	782	30	0	132	162	2256
Grand Total	0	1404	25	1429	921	170	141	1232	97	1422	0	1519	53	0	279	332	4512
Apprch %	0	98.3	1.7		74.8	13.8	11.4		6.4	93.6	0		16	0	84		
Total %	0	31.1	0.6	31.7	20.4	3.8	3.1	27.3	2.1	31.5	0	33.7	1.2	0	6.2	7.4	
Passenger Vehicles	0	1234	23	1257	893	162	122	1177	95	1149	0	1244	49	0	268	317	3995
% Passenger Vehicles	0	87.9	92	88	97	95.3	86.5	95.5	97.9	80.8	0	81.9	92.5	0	96.1	95.5	88.5
Large 2 Axle Vehicles	0	52	1	53	15	5	10	30	2	76	0	78	0	0	5	5	166
% Large 2 Axle Vehicles	0	3.7	4	3.7	1.6	2.9	7.1	2.4	2.1	5.3	0	5.1	0	0	1.8	1.5	3.7
3 Axle Vehicles	0	36	1	37	3	2	3	8	0	75	0	75	0	0	5	5	125
% 3 Axle Vehicles	0	2.6	4	2.6	0.3	1.2	2.1	0.6	0	5.3	0	4.9	0	0	1.8	1.5	2.8
4+ Axle Trucks	0	82	0	82	10	1	6	17	0	122	0	122	4	0	1	5	226
% 4+ Axle Trucks	0	5.8	0	5.7	1.1	0.6	4.3	1.4	0	8.6	0	8	7.5	0	0.4	1.5	5

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	171	3	174	<b>123</b>	19	<b>25</b>	<b>167</b>	<b>16</b>	169	0	185	<b>10</b>	0	<b>53</b>	<b>63</b>	<b>589</b>
04:15 PM	0	<b>192</b>	<b>5</b>	<b>197</b>	113	23	13	149	9	<b>185</b>	0	<b>194</b>	5	0	37	42	582
04:30 PM	0	181	3	184	121	<b>30</b>	16	167	13	167	0	180	7	0	33	40	571
04:45 PM	0	170	2	172	107	13	19	139	8	170	0	178	1	0	24	25	514
Total Volume	0	714	13	727	464	85	73	622	46	691	0	737	23	0	147	170	2256
% App. Total	0	98.2	1.8		74.6	13.7	11.7		6.2	93.8	0		13.5	0	86.5		
PHF	.000	.930	.650	.923	.943	.708	.730	.931	.719	.934	.000	.950	.575	.000	.693	.675	.958

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off PM  
 Site Code : 00318765  
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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:

	04:15 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	0	<b>192</b>	<b>5</b>	<b>197</b>	<b>123</b>	19	<b>25</b>	<b>167</b>	13	156	0	169	<b>10</b>	0	<b>53</b>	<b>63</b>
+15 mins.	0	181	3	184	113	23	13	149	11	<b>205</b>	0	<b>216</b>	5	0	37	42
+30 mins.	0	170	2	172	121	<b>30</b>	16	167	10	194	0	204	7	0	33	40
+45 mins.	0	176	5	181	107	13	19	139	<b>17</b>	176	0	193	1	0	24	25
Total Volume	0	719	15	734	464	85	73	622	51	731	0	782	23	0	147	170
% App. Total	0	98	2		74.6	13.7	11.7		6.5	93.5	0		13.5	0	86.5	
PHF	.000	.936	.750	.931	.943	.708	.730	.931	.750	.891	.000	.905	.575	.000	.693	.675

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

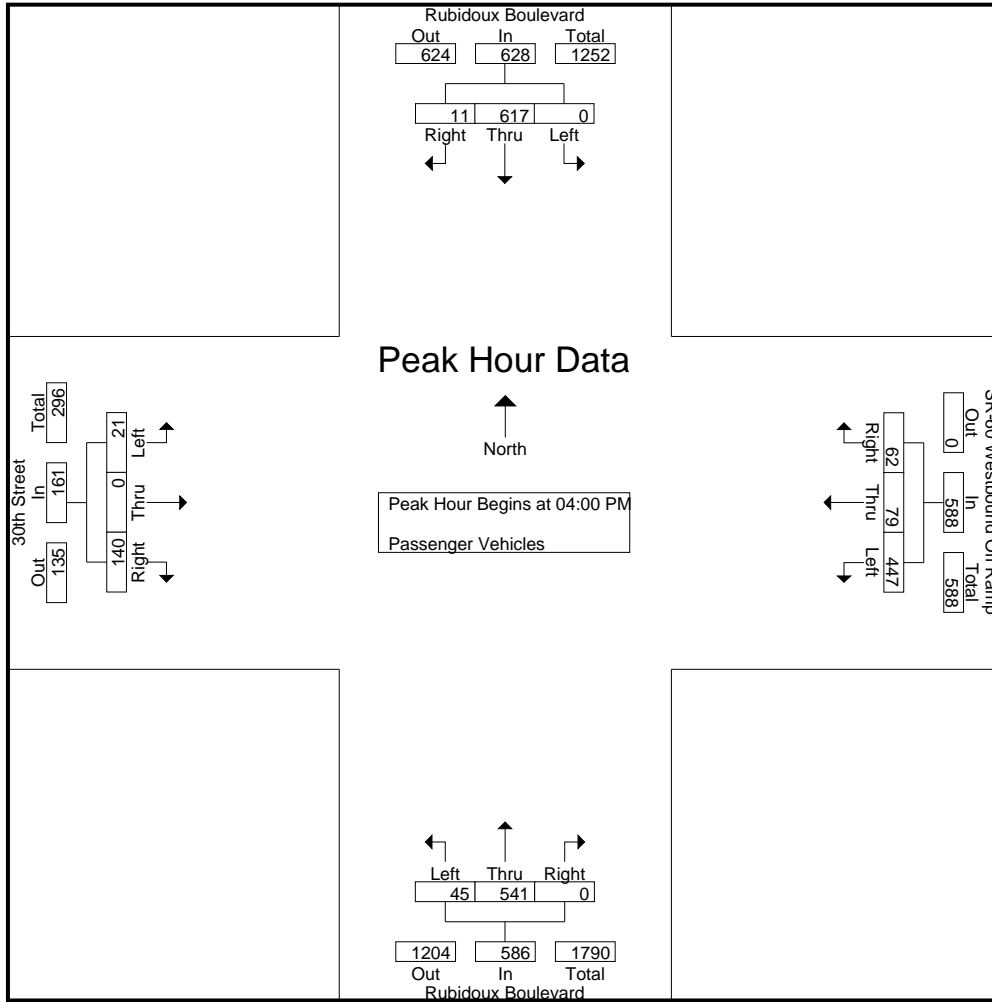
Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	146	3	149	117	16	22	155	16	137	0	153	10	0	52	62	519
04:15 PM	0	163	4	167	110	20	11	141	8	152	0	160	5	0	34	39	507
04:30 PM	0	157	3	160	117	30	13	160	13	122	0	135	5	0	32	37	492
04:45 PM	0	151	1	152	103	13	16	132	8	130	0	138	1	0	22	23	445
Total	0	617	11	628	447	79	62	588	45	541	0	586	21	0	140	161	1963
05:00 PM	0	154	5	159	109	25	15	149	13	125	0	138	9	0	38	47	493
05:15 PM	0	168	2	170	97	20	12	129	11	181	0	192	4	0	27	31	522
05:30 PM	0	149	2	151	110	16	12	138	10	163	0	173	5	0	27	32	494
05:45 PM	0	146	3	149	130	22	21	173	16	139	0	155	10	0	36	46	523
Total	0	617	12	629	446	83	60	589	50	608	0	658	28	0	128	156	2032
Grand Total	0	1234	23	1257	893	162	122	1177	95	1149	0	1244	49	0	268	317	3995
Apprch %	0	98.2	1.8		75.9	13.8	10.4		7.6	92.4	0		15.5	0	84.5		
Total %	0	30.9	0.6	31.5	22.4	4.1	3.1	29.5	2.4	28.8	0	31.1	1.2	0	6.7	7.9	

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	146	3	149	<b>117</b>	16	<b>22</b>	155	<b>16</b>	137	0	153	<b>10</b>	0	<b>52</b>	<b>62</b>	<b>519</b>
04:15 PM	0	<b>163</b>	<b>4</b>	<b>167</b>	110	20	11	141	8	<b>152</b>	0	<b>160</b>	5	0	34	39	507
04:30 PM	0	157	3	160	117	<b>30</b>	13	<b>160</b>	13	122	0	135	5	0	32	37	492
04:45 PM	0	151	1	152	103	13	16	132	8	130	0	138	1	0	22	23	445
Total Volume	0	617	11	628	447	79	62	588	45	541	0	586	21	0	140	161	1963
% App. Total	0	98.2	1.8		76	13.4	10.5		7.7	92.3	0		13	0	87		
PHF	.000	.946	.688	.940	.955	.658	.705	.919	.703	.890	.000	.916	.525	.000	.673	.649	.946

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	146	3	149	<b>117</b>	16	<b>22</b>	155	<b>16</b>	137	0	153	<b>10</b>	0	<b>52</b>	<b>62</b>
+15 mins.	0	<b>163</b>	<b>4</b>	<b>167</b>	110	20	11	141	8	<b>152</b>	0	<b>160</b>	5	0	34	39
+30 mins.	0	157	3	160	117	<b>30</b>	13	<b>160</b>	13	122	0	135	5	0	32	37
+45 mins.	0	151	1	152	103	13	16	132	8	130	0	138	1	0	22	23
Total Volume	0	617	11	628	447	79	62	588	45	541	0	586	21	0	140	161
% App. Total	0	98.2	1.8		76	13.4	10.5		7.7	92.3	0		13	0	87	
PHF	.000	.946	.688	.940	.955	.658	.705	.919	.703	.890	.000	.916	.525	.000	.673	.649



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

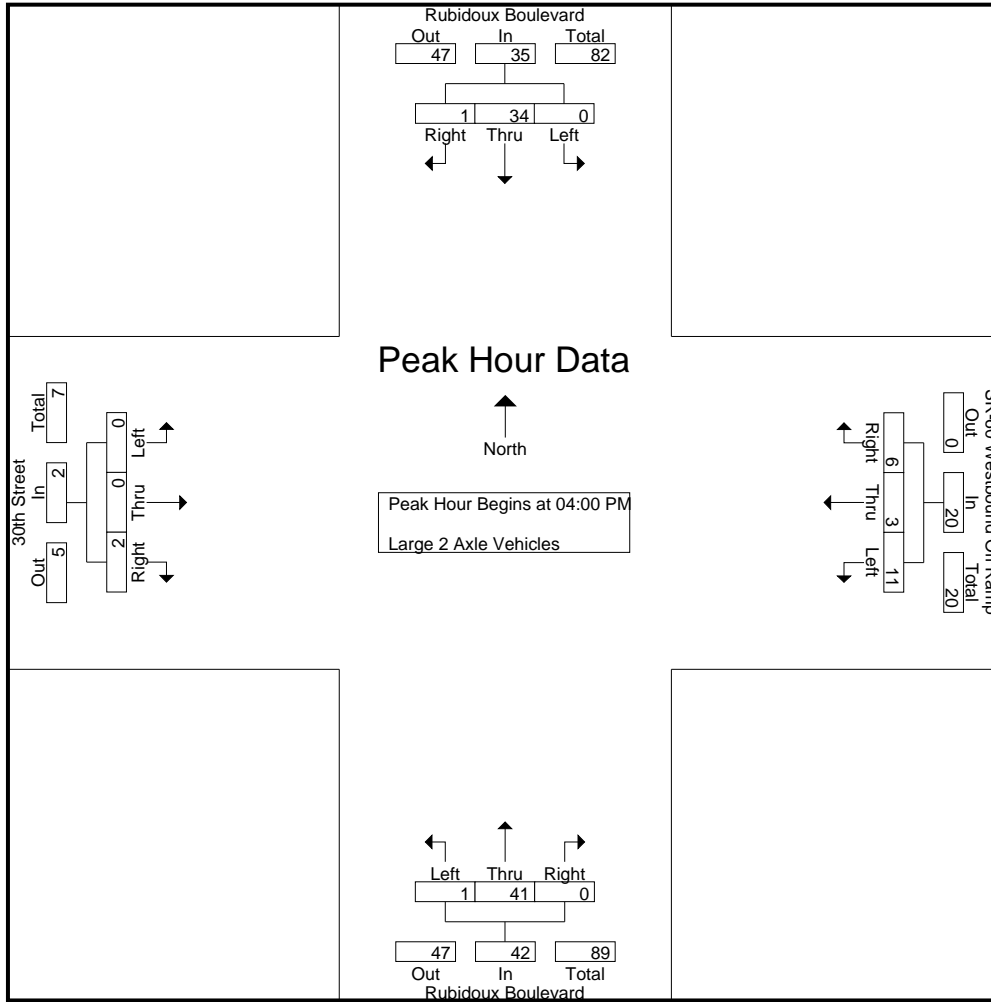
Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	8	0	8	4	1	3	8	0	12	0	12	0	0	1	1	29
04:15 PM	0	8	0	8	1	2	1	4	1	6	0	7	0	0	0	0	19
04:30 PM	0	13	0	13	4	0	1	5	0	11	0	11	0	0	1	1	30
04:45 PM	0	5	1	6	2	0	1	3	0	12	0	12	0	0	0	0	21
Total	0	34	1	35	11	3	6	20	1	41	0	42	0	0	2	2	99
05:00 PM	0	5	0	5	0	2	0	2	0	7	0	7	0	0	1	1	15
05:15 PM	0	5	0	5	2	0	2	4	0	4	0	4	0	0	0	0	13
05:30 PM	0	1	0	1	1	0	0	1	0	13	0	13	0	0	1	1	16
05:45 PM	0	7	0	7	1	0	2	3	1	11	0	12	0	0	1	1	23
Total	0	18	0	18	4	2	4	10	1	35	0	36	0	0	3	3	67
Grand Total	0	52	1	53	15	5	10	30	2	76	0	78	0	0	5	5	166
Apprch %	0	98.1	1.9		50	16.7	33.3		2.6	97.4	0		0	0	100		
Total %	0	31.3	0.6	31.9	9	3	6	18.1	1.2	45.8	0	47	0	0	3	3	

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	8	0	8	4	1	3	8	0	12	0	12	0	0	1	1	29
04:15 PM	0	8	0	8	1	2	1	4	1	6	0	7	0	0	0	0	19
04:30 PM	0	13	0	13	4	0	1	5	0	11	0	11	0	0	1	1	30
04:45 PM	0	5	1	6	2	0	1	3	0	12	0	12	0	0	0	0	21
Total Volume	0	34	1	35	11	3	6	20	1	41	0	42	0	0	2	2	99
% App. Total	0	97.1	2.9		55	15	30		2.4	97.6	0		0	0	100		
PHF	.000	.654	.250	.673	.688	.375	.500	.625	.250	.854	.000	.875	.000	.000	.500	.500	.825

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	8	0	8	4	1	3	8	0	12	0	12	0	0	1	1
+15 mins.	0	8	0	8	1	2	1	4	1	6	0	7	0	0	0	0
+30 mins.	0	13	0	13	4	0	1	5	0	11	0	11	0	0	1	1
+45 mins.	0	5	1	6	2	0	1	3	0	12	0	12	0	0	0	0
Total Volume	0	34	1	35	11	3	6	20	1	41	0	42	0	0	2	2
% App. Total	0	97.1	2.9		55	15	30		2.4	97.6	0		0	0	100	
PHF	.000	.654	.250	.673	.688	.375	.500	.625	.250	.854	.000	.875	.000	.000	.500	.500

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

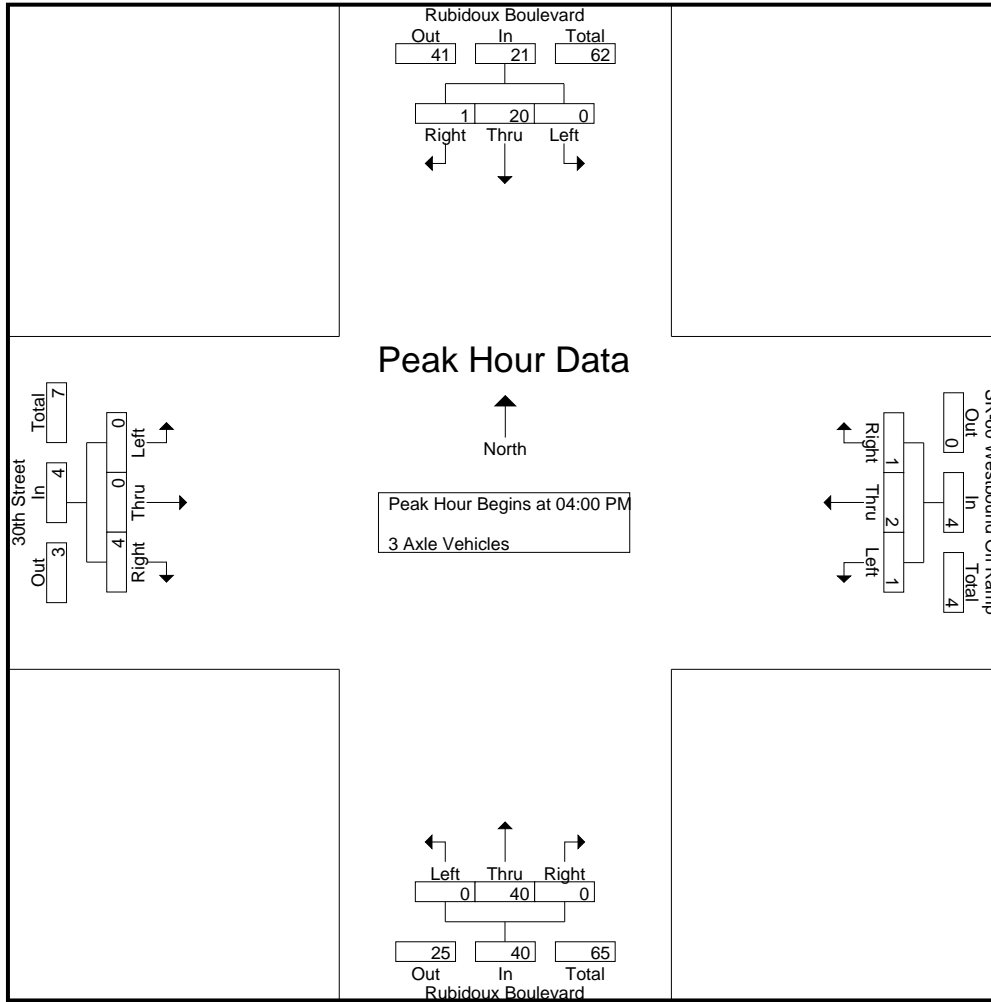
Groups Printed- 3 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	7	0	7	1	2	0	3	0	7	0	7	0	0	0	0	17
04:15 PM	0	7	1	8	0	0	0	0	0	8	0	8	0	0	2	2	18
04:30 PM	0	3	0	3	0	0	1	1	0	13	0	13	0	0	0	0	17
04:45 PM	0	3	0	3	0	0	0	0	0	12	0	12	0	0	2	2	17
Total	0	20	1	21	1	2	1	4	0	40	0	40	0	0	4	4	69
05:00 PM	0	6	0	6	0	0	1	1	0	9	0	9	0	0	0	0	16
05:15 PM	0	3	0	3	1	0	0	1	0	7	0	7	0	0	1	1	12
05:30 PM	0	4	0	4	0	0	0	0	0	8	0	8	0	0	0	0	12
05:45 PM	0	3	0	3	1	0	1	2	0	11	0	11	0	0	0	0	16
Total	0	16	0	16	2	0	2	4	0	35	0	35	0	0	1	1	56
Grand Total	0	36	1	37	3	2	3	8	0	75	0	75	0	0	5	5	125
Apprch %	0	97.3	2.7		37.5	25	37.5		0	100	0		0	0	100		
Total %	0	28.8	0.8	29.6	2.4	1.6	2.4	6.4	0	60	0	60	0	0	4	4	

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	7	0	7	1	2	0	3	0	7	0	7	0	0	0	0	17
04:15 PM	0	7	1	8	0	0	0	0	0	8	0	8	0	0	2	2	18
04:30 PM	0	3	0	3	0	0	1	1	0	13	0	13	0	0	0	0	17
04:45 PM	0	3	0	3	0	0	0	0	0	12	0	12	0	0	2	2	17
Total Volume	0	20	1	21	1	2	1	4	0	40	0	40	0	0	4	4	69
% App. Total	0	95.2	4.8		25	50	25		0	100	0		0	0	100		
PHF	.000	.714	.250	.656	.250	.250	.250	.333	.000	.769	.000	.769	.000	.000	.500	.500	.958

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	7	0	7	1	2	0	3	0	7	0	7	0	0	0	0
+15 mins.	0	7	1	8	0	0	0	0	0	8	0	8	0	0	0	2
+30 mins.	0	3	0	3	0	0	1	1	0	13	0	13	0	0	0	0
+45 mins.	0	3	0	3	0	0	0	0	0	12	0	12	0	0	2	2
Total Volume	0	20	1	21	1	2	1	4	0	40	0	40	0	0	4	4
% App. Total	0	95.2	4.8		25	50	25		0	100	0		0	0	100	
PHF	.000	.714	.250	.656	.250	.250	.250	.333	.000	.769	.000	.769	.000	.000	.500	.500

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

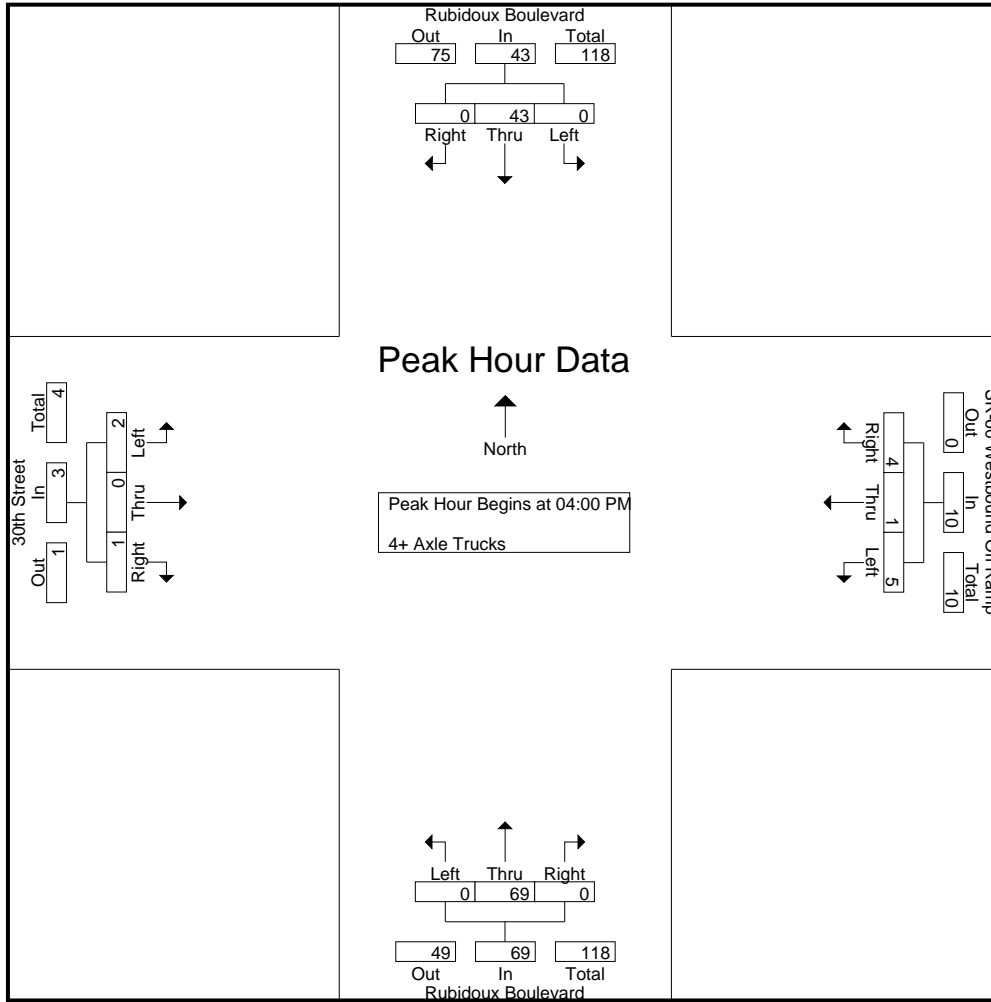
Groups Printed- 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	10	0	10	1	0	0	1	0	13	0	13	0	0	0	0	24
04:15 PM	0	14	0	14	2	1	1	4	0	19	0	19	0	0	1	1	38
04:30 PM	0	8	0	8	0	0	1	1	0	21	0	21	2	0	0	2	32
04:45 PM	0	11	0	11	2	0	2	4	0	16	0	16	0	0	0	0	31
<b>Total</b>	0	43	0	43	5	1	4	10	0	69	0	69	2	0	1	3	125
05:00 PM	0	11	0	11	0	0	0	0	0	15	0	15	0	0	0	0	26
05:15 PM	0	11	0	11	1	0	0	1	0	13	0	13	0	0	0	0	25
05:30 PM	0	8	0	8	4	0	1	5	0	10	0	10	2	0	0	2	25
05:45 PM	0	9	0	9	0	0	1	1	0	15	0	15	0	0	0	0	25
<b>Total</b>	0	39	0	39	5	0	2	7	0	53	0	53	2	0	0	2	101
<b>Grand Total</b>	0	82	0	82	10	1	6	17	0	122	0	122	4	0	1	5	226
Apprch %	0	100	0		58.8	5.9	35.3		0	100	0		80	0	20		
Total %	0	36.3	0	36.3	4.4	0.4	2.7	7.5	0	54	0	54	1.8	0	0.4	2.2	

Start Time	Rubidoux Boulevard Southbound				SR-60 Westbound Off Ramp Westbound				Rubidoux Boulevard Northbound				30th Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	10	0	10	1	0	0	1	0	13	0	13	0	0	0	0	24
04:15 PM	0	14	0	14	2	1	1	4	0	19	0	19	0	0	1	1	38
04:30 PM	0	8	0	8	0	0	1	1	0	21	0	21	2	0	0	2	32
04:45 PM	0	11	0	11	2	0	2	4	0	16	0	16	0	0	0	0	31
<b>Total Volume</b>	0	43	0	43	5	1	4	10	0	69	0	69	2	0	1	3	125
% App. Total	0	100	0		50	10	40		0	100	0		66.7	0	33.3		
PHF	.000	.768	.000	.768	.625	.250	.500	.625	.000	.821	.000	.821	.250	.000	.250	.375	.822

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: 30th St/SR-60 Westbound Off Ramp  
 Weather: Clear

File Name : 03\_JVY\_Rubidoux\_30th\_60W Off PM  
 Site Code : 00318765  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	10	0	10	1	0	0	1	0	13	0	13	0	0	0	0
+15 mins.	0	14	0	14	2	1	1	4	0	19	0	19	0	0	0	1
+30 mins.	0	8	0	8	0	0	1	1	0	21	0	21	2	0	0	2
+45 mins.	0	11	0	11	2	0	2	4	0	16	0	16	0	0	0	0
Total Volume	0	43	0	43	5	1	4	10	0	69	0	69	2	0	0	1
% App. Total	0	100	0		50	10	40		0	100	0		66.7	0	33.3	
PHF	.000	.768	.000	.768	.625	.250	.500	.625	.000	.821	.000	.821	.250	.000	.250	.375

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

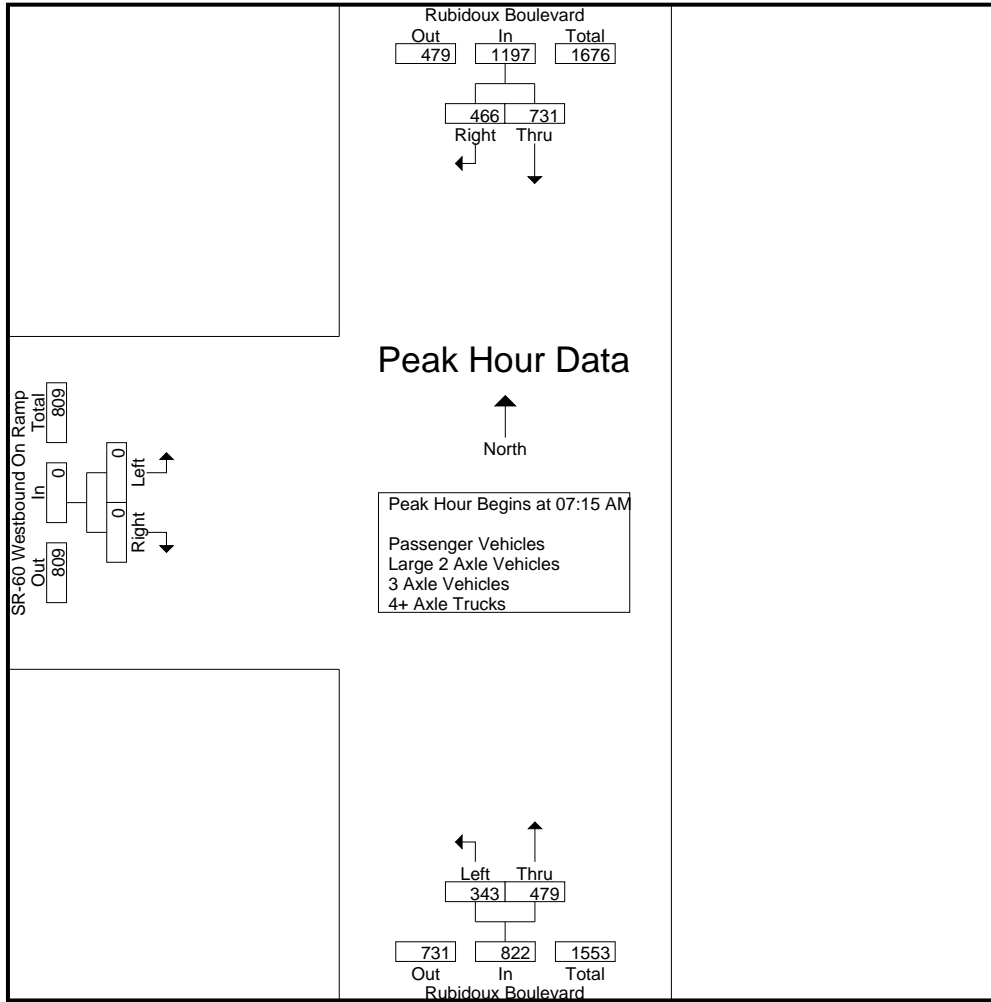
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	154	117	271	76	106	182	0	0	0	453
07:15 AM	185	114	299	103	100	203	0	0	0	502
07:30 AM	182	156	338	84	125	209	0	0	0	547
07:45 AM	187	103	290	77	142	219	0	0	0	509
Total	708	490	1198	340	473	813	0	0	0	2011
08:00 AM	177	93	270	79	112	191	0	0	0	461
08:15 AM	169	84	253	58	126	184	0	0	0	437
08:30 AM	147	90	237	57	163	220	0	0	0	457
08:45 AM	144	90	234	44	153	197	0	0	0	431
Total	637	357	994	238	554	792	0	0	0	1786
Grand Total	1345	847	2192	578	1027	1605	0	0	0	3797
Apprch %	61.4	38.6		36	64		0	0		
Total %	35.4	22.3	57.7	15.2	27	42.3	0	0	0	
Passenger Vehicles	1264	614	1878	575	863	1438	0	0	0	3316
% Passenger Vehicles	94	72.5	85.7	99.5	84	89.6	0	0	0	87.3
Large 2 Axle Vehicles	48	78	126	2	43	45	0	0	0	171
% Large 2 Axle Vehicles										
3 Axle Vehicles	17	54	71	0	50	50	0	0	0	121
% 3 Axle Vehicles	1.3	6.4	3.2	0	4.9	3.1	0	0	0	3.2
4+ Axle Trucks	16	101	117	1	71	72	0	0	0	189
% 4+ Axle Trucks	1.2	11.9	5.3	0.2	6.9	4.5	0	0	0	5

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	185	114	299	<b>103</b>	100	203	0	0	0	502
07:30 AM	182	<b>156</b>	<b>338</b>	84	125	209	0	0	0	<b>547</b>
07:45 AM	<b>187</b>	103	290	77	<b>142</b>	<b>219</b>	0	0	0	509
08:00 AM	177	93	270	79	112	191	0	0	0	461
Total Volume	731	466	1197	343	479	822	0	0	0	2019
% App. Total	61.1	38.9		41.7	58.3		0	0		
PHF	.977	.747	.885	.833	.843	.938	.000	.000	.000	.923

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM			07:15 AM			07:00 AM		
+0 mins.	154	117	271	<b>103</b>	100	203	0	0	0
+15 mins.	185	114	299	84	125	209	0	0	0
+30 mins.	182	<b>156</b>	<b>338</b>	77	<b>142</b>	<b>219</b>	0	0	0
+45 mins.	<b>187</b>	103	290	79	112	191	0	0	0
Total Volume	708	490	1198	343	479	822	0	0	0
% App. Total	59.1	40.9		41.7	58.3		0	0	
PHF	.947	.785	.886	.833	.843	.938	.000	.000	.000



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

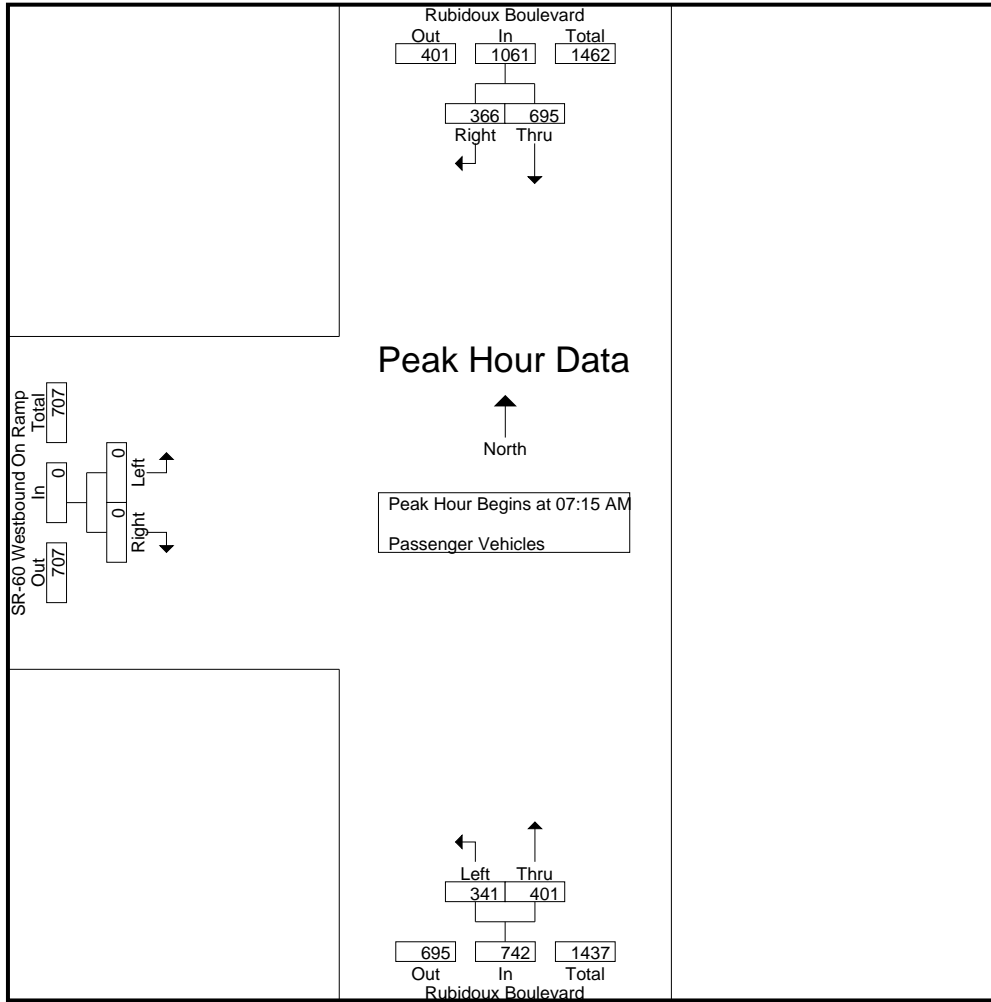
Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	140	89	229	76	90	166	0	0	0	395
07:15 AM	175	87	262	102	87	189	0	0	0	451
07:30 AM	174	119	293	84	109	193	0	0	0	486
07:45 AM	179	85	264	77	119	196	0	0	0	460
Total	668	380	1048	339	405	744	0	0	0	1792
08:00 AM	167	75	242	78	86	164	0	0	0	406
08:15 AM	159	60	219	57	105	162	0	0	0	381
08:30 AM	134	53	187	57	136	193	0	0	0	380
08:45 AM	136	46	182	44	131	175	0	0	0	357
Total	596	234	830	236	458	694	0	0	0	1524
Grand Total	1264	614	1878	575	863	1438	0	0	0	3316
Apprch %	67.3	32.7		40	60		0	0		
Total %	38.1	18.5	56.6	17.3	26	43.4	0	0	0	

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	175	87	262	<b>102</b>	87	189	0	0	0	451
07:30 AM	174	<b>119</b>	<b>293</b>	84	109	193	0	0	0	<b>486</b>
07:45 AM	<b>179</b>	85	264	77	<b>119</b>	<b>196</b>	0	0	0	460
08:00 AM	167	75	242	78	86	164	0	0	0	406
Total Volume	695	366	1061	341	401	742	0	0	0	1803
% App. Total	65.5	34.5		46	54		0	0		
PHF	.971	.769	.905	.836	.842	.946	.000	.000	.000	.927

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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		
+0 mins.	175	87	262	<b>102</b>	87	189	0	0	0
+15 mins.	174	<b>119</b>	<b>293</b>	84	109	193	0	0	0
+30 mins.	<b>179</b>	85	264	77	<b>119</b>	<b>196</b>	0	0	0
+45 mins.	167	75	242	78	86	164	0	0	0
Total Volume	695	366	1061	341	401	742	0	0	0
% App. Total	65.5	34.5		46	54		0	0	
PHF	.971	.769	.905	.836	.842	.946	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

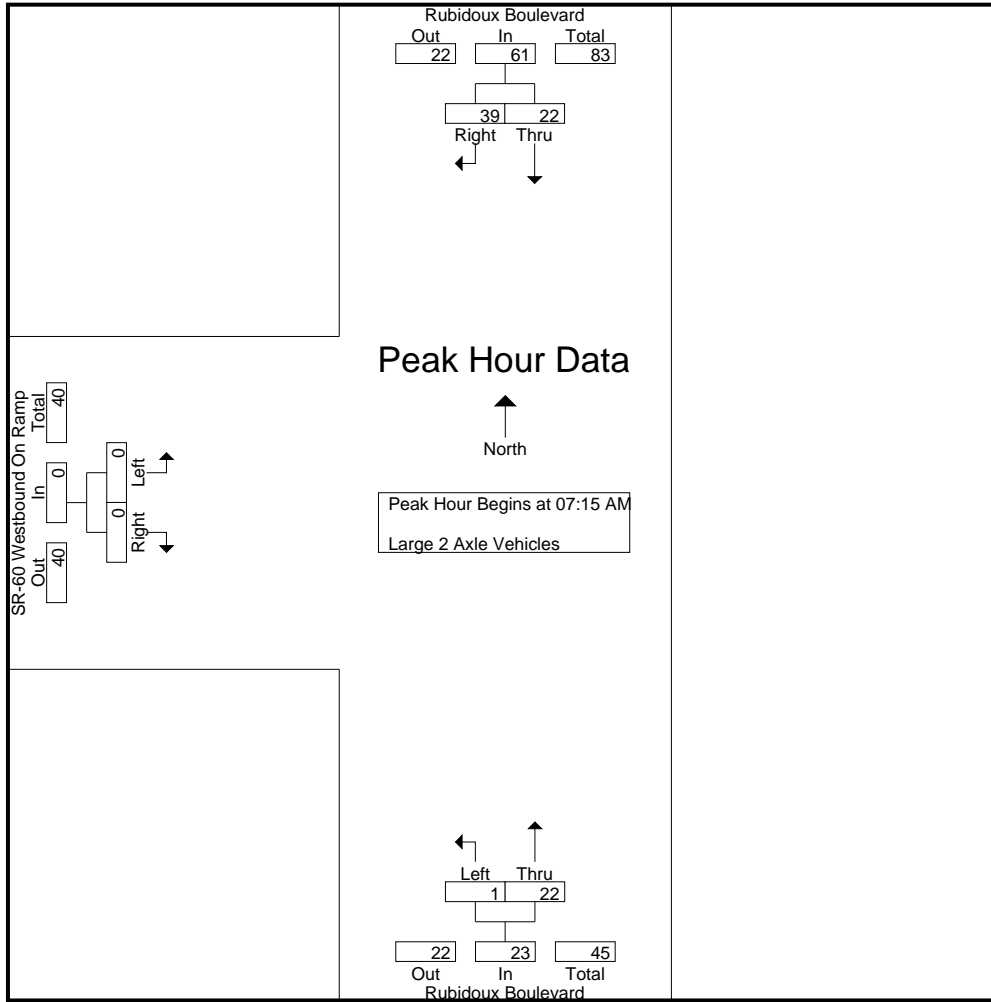
Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	8	11	19	0	4	4	0	0	0	23
07:15 AM	6	9	15	0	4	4	0	0	0	19
07:30 AM	3	16	19	0	4	4	0	0	0	23
07:45 AM	5	11	16	0	5	5	0	0	0	21
Total	22	47	69	0	17	17	0	0	0	86
08:00 AM	8	3	11	1	9	10	0	0	0	21
08:15 AM	5	5	10	1	3	4	0	0	0	14
08:30 AM	8	9	17	0	9	9	0	0	0	26
08:45 AM	5	14	19	0	5	5	0	0	0	24
Total	26	31	57	2	26	28	0	0	0	85
Grand Total	48	78	126	2	43	45	0	0	0	171
Apprch %	38.1	61.9		4.4	95.6		0	0		
Total %	28.1	45.6	73.7	1.2	25.1	26.3	0	0	0	

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	6	9	15	0	4	4	0	0	0	19
07:30 AM	3	<b>16</b>	<b>19</b>	0	4	4	0	0	0	<b>23</b>
07:45 AM	5	11	16	0	5	5	0	0	0	21
08:00 AM	<b>8</b>	3	11	<b>1</b>	<b>9</b>	<b>10</b>	0	0	0	21
Total Volume	22	39	61	1	22	23	0	0	0	84
% App. Total	36.1	63.9		4.3	95.7		0	0		
PHF	.688	.609	.803	.250	.611	.575	.000	.000	.000	.913

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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		
+0 mins.	6	9	15	0	4	4	0	0	0
+15 mins.	3	<b>16</b>	<b>19</b>	0	4	4	0	0	0
+30 mins.	5	11	16	0	5	5	0	0	0
+45 mins.	<b>8</b>	3	11	<b>1</b>	<b>9</b>	<b>10</b>	0	0	0
Total Volume	22	39	61	1	22	23	0	0	0
% App. Total	36.1	63.9		4.3	95.7		0	0	
PHF	.688	.609	.803	.250	.611	.575	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

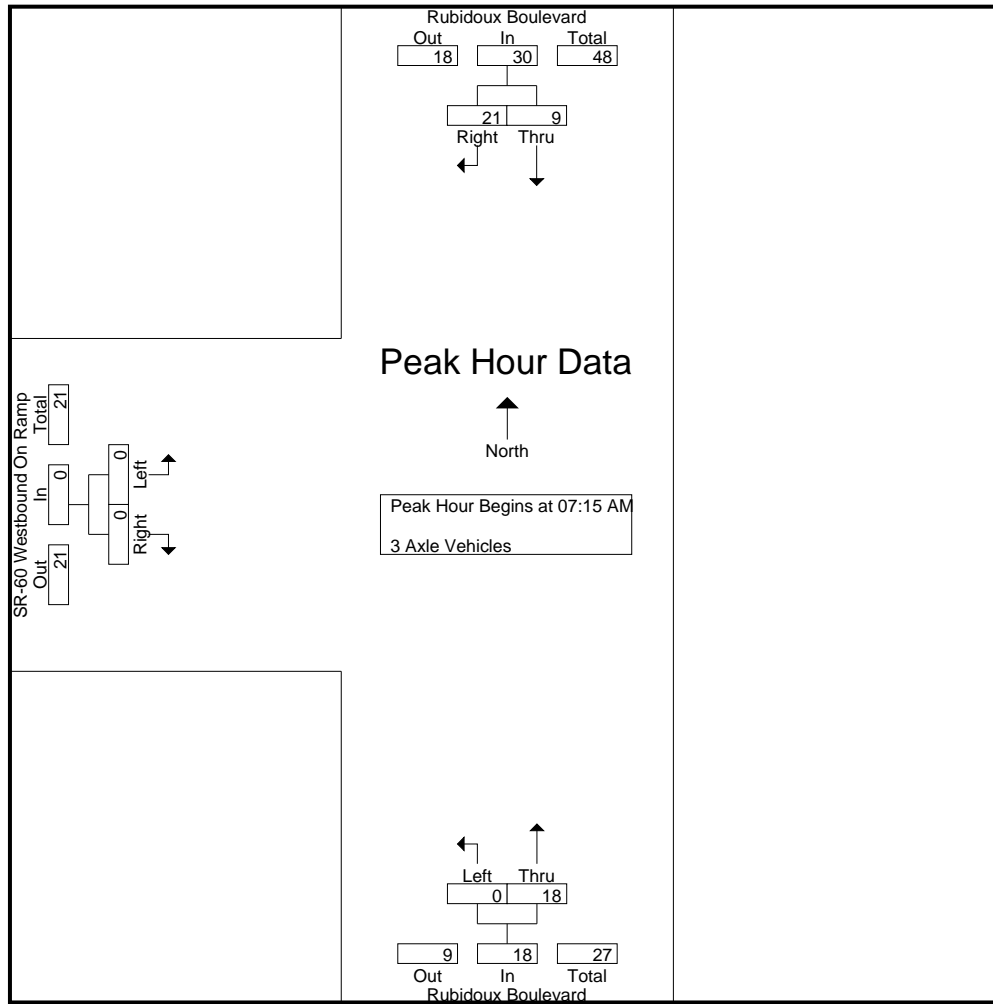
Groups Printed- 3 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	2	6	8	0	6	6	0	0	0	14
07:15 AM	2	10	12	0	3	3	0	0	0	15
07:30 AM	4	6	10	0	5	5	0	0	0	15
07:45 AM	1	2	3	0	6	6	0	0	0	9
Total	9	24	33	0	20	20	0	0	0	53
08:00 AM	2	3	5	0	4	4	0	0	0	9
08:15 AM	2	8	10	0	10	10	0	0	0	20
08:30 AM	3	7	10	0	7	7	0	0	0	17
08:45 AM	1	12	13	0	9	9	0	0	0	22
Total	8	30	38	0	30	30	0	0	0	68
Grand Total	17	54	71	0	50	50	0	0	0	121
Apprch %	23.9	76.1		0	100		0	0		
Total %	14	44.6	58.7	0	41.3	41.3	0	0	0	

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	<b>10</b>	<b>12</b>	0	3	3	0	0	0	<b>15</b>
07:30 AM	<b>4</b>	6	10	0	5	5	0	0	0	15
07:45 AM	1	2	3	0	<b>6</b>	<b>6</b>	0	0	0	9
08:00 AM	2	3	5	0	4	4	0	0	0	9
Total Volume	9	21	30	0	18	18	0	0	0	48
% App. Total	30	70		0	100		0	0		
PHF	.563	.525	.625	.000	.750	.750	.000	.000	.000	.800

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	2	<b>10</b>	<b>12</b>	0	3	3	0	0	0
+15 mins.	<b>4</b>	6	10	0	5	5	0	0	0
+30 mins.	1	2	3	0	<b>6</b>	<b>6</b>	0	0	0
+45 mins.	2	3	5	0	4	4	0	0	0
Total Volume	9	21	30	0	18	18	0	0	0
% App. Total	30	70		0	100		0	0	
PHF	.563	.525	.625	.000	.750	.750	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

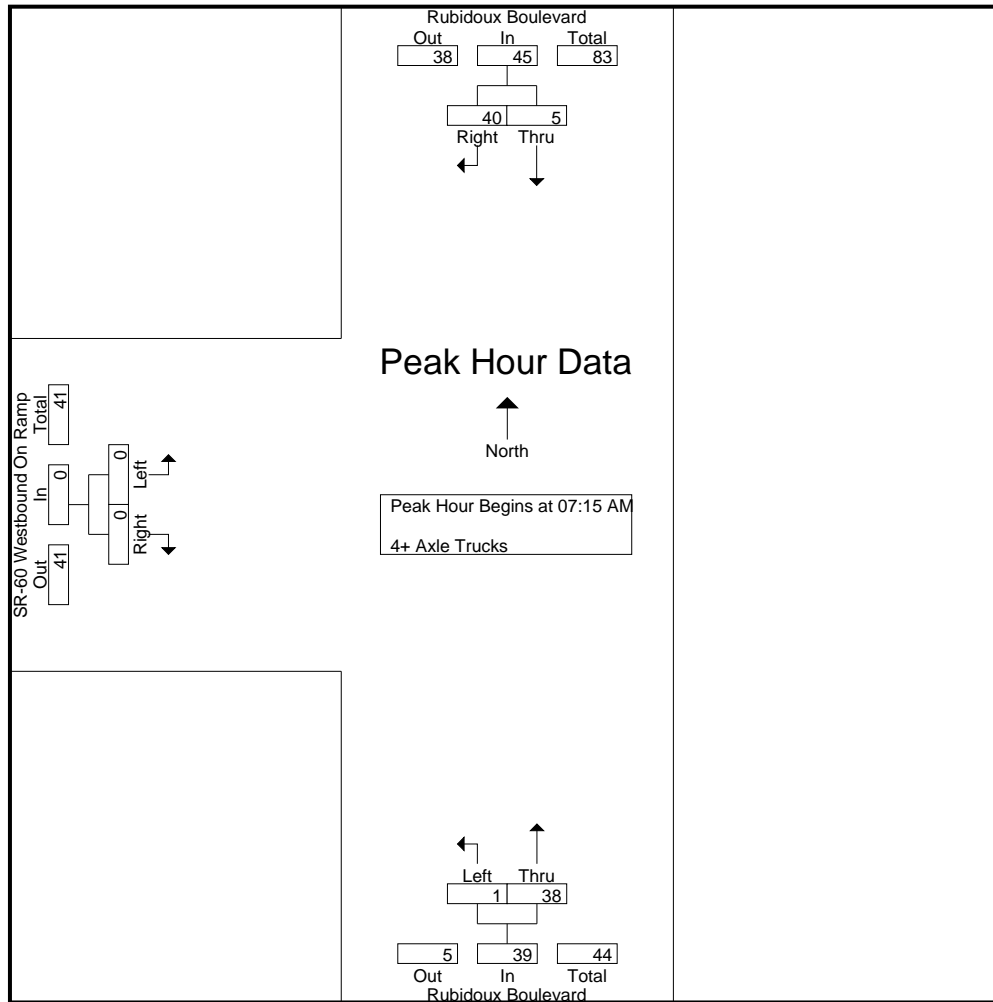
Groups Printed- 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	4	11	15	0	6	6	0	0	0	21
07:15 AM	2	8	10	1	6	7	0	0	0	17
07:30 AM	1	15	16	0	7	7	0	0	0	23
07:45 AM	2	5	7	0	12	12	0	0	0	19
Total	9	39	48	1	31	32	0	0	0	80
08:00 AM	0	12	12	0	13	13	0	0	0	25
08:15 AM	3	11	14	0	8	8	0	0	0	22
08:30 AM	2	21	23	0	11	11	0	0	0	34
08:45 AM	2	18	20	0	8	8	0	0	0	28
Total	7	62	69	0	40	40	0	0	0	109
Grand Total	16	101	117	1	71	72	0	0	0	189
Apprch %	13.7	86.3		1.4	98.6		0	0		
Total %	8.5	53.4	61.9	0.5	37.6	38.1	0	0	0	

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	8	10	1	6	7	0	0	0	17
07:30 AM	1	15	16	0	7	7	0	0	0	23
07:45 AM	2	5	7	0	12	12	0	0	0	19
08:00 AM	0	12	12	0	13	13	0	0	0	25
Total Volume	5	40	45	1	38	39	0	0	0	84
% App. Total	11.1	88.9		2.6	97.4		0	0		
PHF	.625	.667	.703	.250	.731	.750	.000	.000	.000	.840

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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		
+0 mins.	2	8	10	1	6	7	0	0	0
+15 mins.	1	15	16	0	7	7	0	0	0
+30 mins.	2	5	7	0	12	12	0	0	0
+45 mins.	0	12	12	0	13	13	0	0	0
Total Volume	5	40	45	1	38	39	0	0	0
% App. Total	11.1	88.9		2.6	97.4		0	0	
PHF	.625	.667	.703	.250	.731	.750	.000	.000	.000



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

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

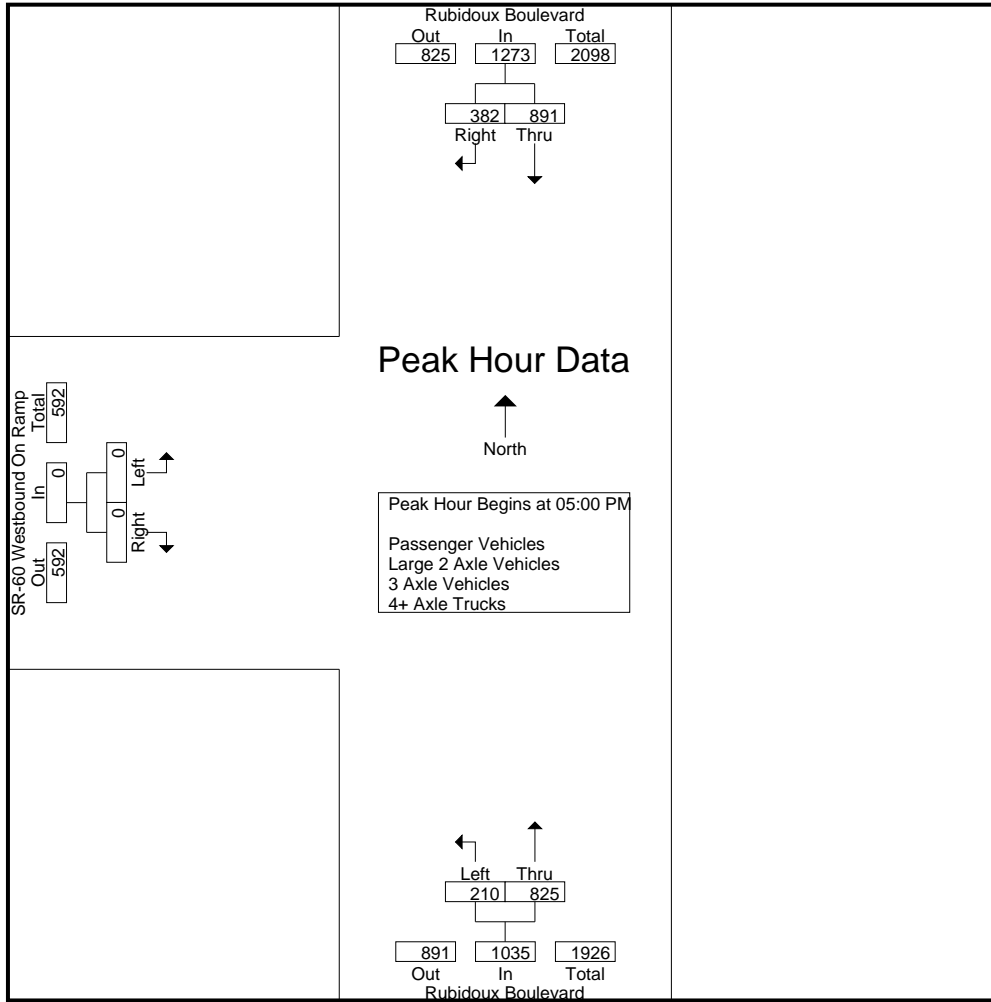
Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	226	120	346	38	194	232	0	0	0	578
04:15 PM	239	119	358	46	197	243	0	0	0	601
04:30 PM	228	94	322	54	171	225	0	0	0	547
04:45 PM	218	98	316	56	197	253	0	0	0	569
Total	911	431	1342	194	759	953	0	0	0	2295
05:00 PM	220	106	326	48	180	228	0	0	0	554
05:15 PM	212	105	317	64	212	276	0	0	0	593
05:30 PM	226	79	305	47	220	267	0	0	0	572
05:45 PM	233	92	325	51	213	264	0	0	0	589
Total	891	382	1273	210	825	1035	0	0	0	2308
Grand Total	1802	813	2615	404	1584	1988	0	0	0	4603
Apprch %	68.9	31.1		20.3	79.7		0	0		
Total %	39.1	17.7	56.8	8.8	34.4	43.2	0	0	0	
Passenger Vehicles	1750	658	2408	396	1312	1708	0	0	0	4116
% Passenger Vehicles	97.1	80.9	92.1	98	82.8	85.9	0	0	0	89.4
Large 2 Axle Vehicles	26	45	71	8	77	85	0	0	0	156
% Large 2 Axle Vehicles										
3 Axle Vehicles	10	31	41	0	76	76	0	0	0	117
% 3 Axle Vehicles	0.6	3.8	1.6	0	4.8	3.8	0	0	0	2.5
4+ Axle Trucks	16	79	95	0	119	119	0	0	0	214
% 4+ Axle Trucks	0.9	9.7	3.6	0	7.5	6	0	0	0	4.6

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
05:00 PM	220	<b>106</b>	<b>326</b>	48	180	228	0	0	0	554
05:15 PM	212	105	317	<b>64</b>	212	<b>276</b>	0	0	0	<b>593</b>
05:30 PM	226	79	305	47	<b>220</b>	267	0	0	0	572
05:45 PM	<b>233</b>	92	325	51	213	264	0	0	0	589
Total Volume	891	382	1273	210	825	1035	0	0	0	2308
% App. Total	70	30		20.3	79.7		0	0		
PHF	.956	.901	.976	.820	.938	.938	.000	.000	.000	.973

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

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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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			05:00 PM			04:00 PM		
+0 mins.	226	<b>120</b>	346	48	180	228	0	0	0
+15 mins.	<b>239</b>	119	<b>358</b>	<b>64</b>	212	<b>276</b>	0	0	0
+30 mins.	228	94	322	47	<b>220</b>	267	0	0	0
+45 mins.	218	98	316	51	213	264	0	0	0
Total Volume	911	431	1342	210	825	1035	0	0	0
% App. Total	67.9	32.1		20.3	79.7		0	0	
PHF	.953	.898	.937	.820	.938	.938	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

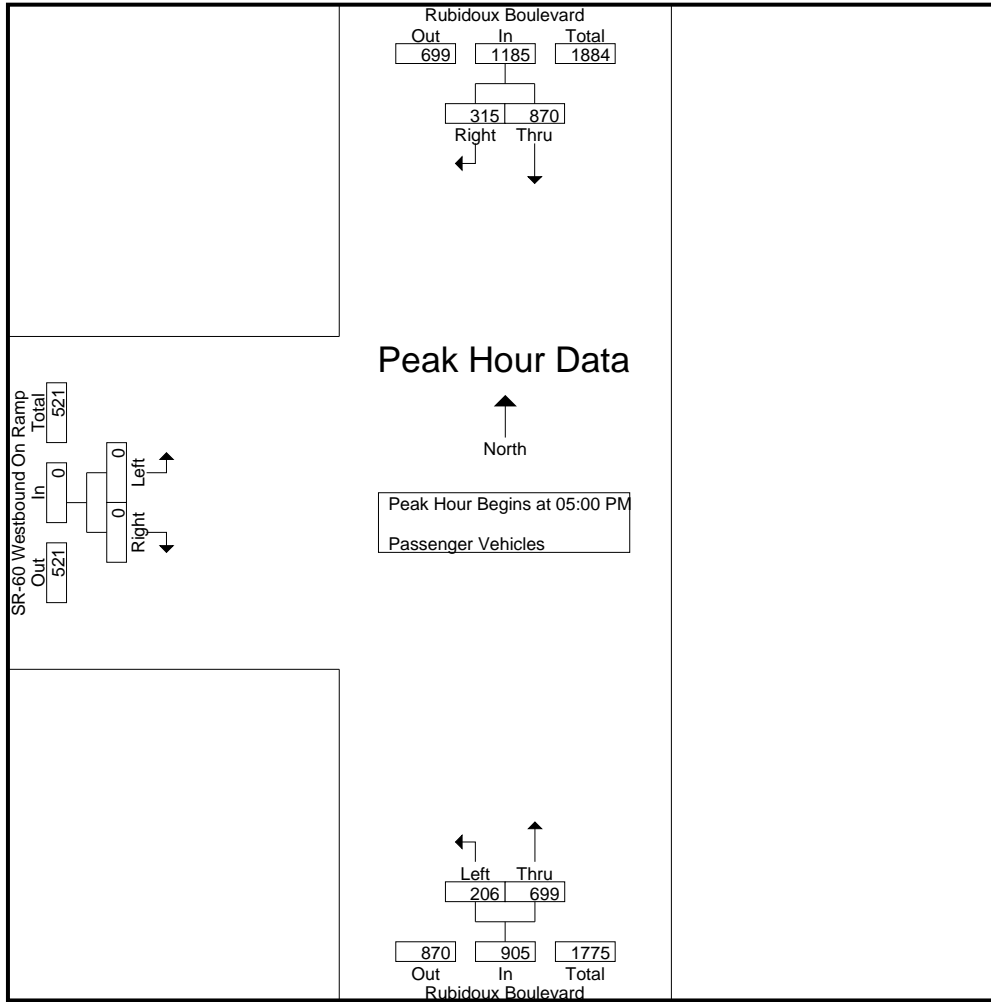
Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	218	95	313	38	160	198	0	0	0	511
04:15 PM	231	92	323	46	164	210	0	0	0	533
04:30 PM	222	76	298	54	132	186	0	0	0	484
04:45 PM	209	80	289	52	157	209	0	0	0	498
Total	880	343	1223	190	613	803	0	0	0	2026
05:00 PM	213	90	303	47	153	200	0	0	0	503
05:15 PM	207	87	294	64	190	254	0	0	0	548
05:30 PM	221	66	287	47	185	232	0	0	0	519
05:45 PM	229	72	301	48	171	219	0	0	0	520
Total	870	315	1185	206	699	905	0	0	0	2090
Grand Total	1750	658	2408	396	1312	1708	0	0	0	4116
Apprch %	72.7	27.3		23.2	76.8		0	0		
Total %	42.5	16	58.5	9.6	31.9	41.5	0	0	0	

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	213	<b>90</b>	<b>303</b>	47	153	200	0	0	0	503
05:15 PM	207	87	294	<b>64</b>	<b>190</b>	<b>254</b>	0	0	0	<b>548</b>
05:30 PM	221	66	287	47	185	232	0	0	0	519
05:45 PM	<b>229</b>	72	301	48	171	219	0	0	0	520
Total Volume	870	315	1185	206	699	905	0	0	0	2090
% App. Total	73.4	26.6		22.8	77.2		0	0		
PHF	.950	.875	.978	.805	.920	.891	.000	.000	.000	.953

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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		
+0 mins.	213	<b>90</b>	<b>303</b>	47	153	200	0	0	0
+15 mins.	207	87	294	<b>64</b>	<b>190</b>	<b>254</b>	0	0	0
+30 mins.	221	66	287	47	185	232	0	0	0
+45 mins.	<b>229</b>	72	301	48	171	219	0	0	0
Total Volume	870	315	1185	206	699	905	0	0	0
% App. Total	73.4	26.6		22.8	77.2		0	0	
PHF	.950	.875	.978	.805	.920	.891	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp PM  
 Site Code : 00318765  
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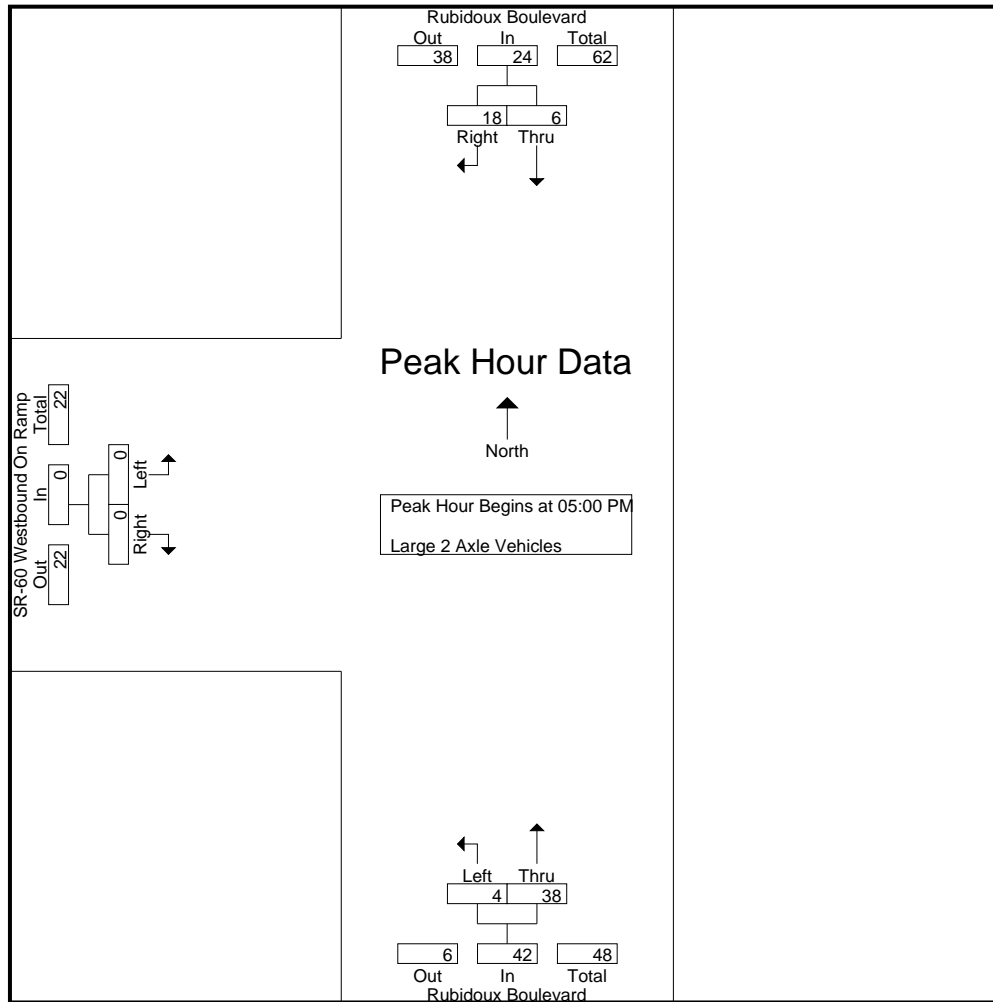
Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	5	7	12	0	13	13	0	0	0	25
04:15 PM	4	8	12	0	8	8	0	0	0	20
04:30 PM	5	9	14	0	7	7	0	0	0	21
04:45 PM	6	3	9	4	11	15	0	0	0	24
Total	20	27	47	4	39	43	0	0	0	90
05:00 PM	2	4	6	1	5	6	0	0	0	12
05:15 PM	2	4	6	0	4	4	0	0	0	10
05:30 PM	0	2	2	0	14	14	0	0	0	16
05:45 PM	2	8	10	3	15	18	0	0	0	28
Total	6	18	24	4	38	42	0	0	0	66
Grand Total	26	45	71	8	77	85	0	0	0	156
Apprch %	36.6	63.4		9.4	90.6		0	0		
Total %	16.7	28.8	45.5	5.1	49.4	54.5	0	0	0	

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	2	4	6	1	5	6	0	0	0	12
05:15 PM	2	4	6	0	4	4	0	0	0	10
05:30 PM	0	2	2	0	14	14	0	0	0	16
05:45 PM	2	<b>8</b>	<b>10</b>	<b>3</b>	<b>15</b>	<b>18</b>	0	0	0	<b>28</b>
Total Volume	6	18	24	4	38	42	0	0	0	66
% App. Total	25	75		9.5	90.5		0	0		
PHF	.750	.563	.600	.333	.633	.583	.000	.000	.000	.589

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	2	4	6	1	5	6	0	0	0
+15 mins.	2	4	6	0	4	4	0	0	0
+30 mins.	0	2	2	0	14	14	0	0	0
+45 mins.	2	8	10	3	15	18	0	0	0
Total Volume	6	18	24	4	38	42	0	0	0
% App. Total	25	75		9.5	90.5		0	0	
PHF	.750	.563	.600	.333	.633	.583	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp PM  
 Site Code : 00318765  
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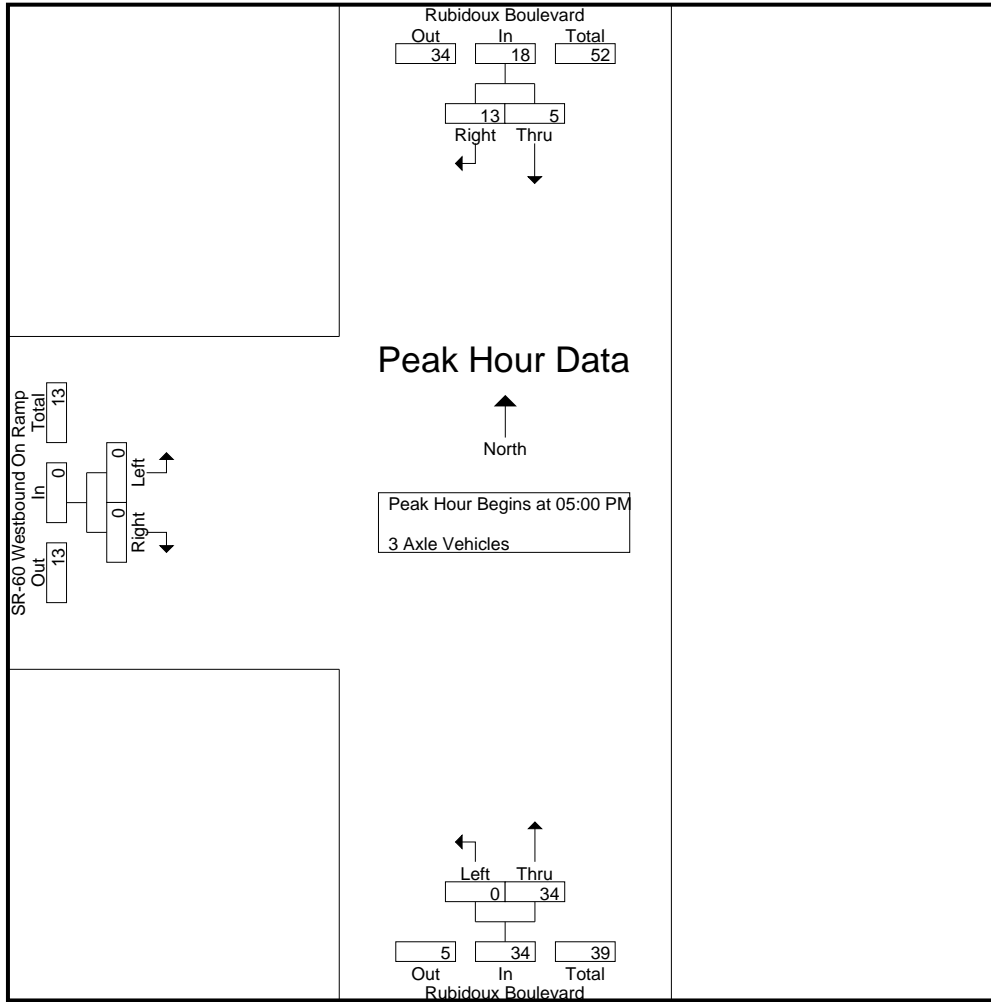
Groups Printed- 3 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	2	6	8	0	9	9	0	0	0	17
04:15 PM	1	6	7	0	10	10	0	0	0	17
04:30 PM	0	2	2	0	11	11	0	0	0	13
04:45 PM	2	4	6	0	12	12	0	0	0	18
Total	5	18	23	0	42	42	0	0	0	65
05:00 PM	2	3	5	0	8	8	0	0	0	13
05:15 PM	1	4	5	0	6	6	0	0	0	11
05:30 PM	1	3	4	0	10	10	0	0	0	14
05:45 PM	1	3	4	0	10	10	0	0	0	14
Total	5	13	18	0	34	34	0	0	0	52
Grand Total	10	31	41	0	76	76	0	0	0	117
Apprch %	24.4	75.6		0	100		0	0		
Total %	8.5	26.5	35	0	65	65	0	0	0	

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	2	3	5	0	8	8	0	0	0	13
05:15 PM	1	4	5	0	6	6	0	0	0	11
05:30 PM	1	3	4	0	10	10	0	0	0	14
05:45 PM	1	3	4	0	10	10	0	0	0	14
Total Volume	5	13	18	0	34	34	0	0	0	52
% App. Total	27.8	72.2		0	100		0	0		
PHF	.625	.813	.900	.000	.850	.850	.000	.000	.000	.929

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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		
+0 mins.	2	3	5	0	8	8	0	0	0
+15 mins.	1	4	5	0	6	6	0	0	0
+30 mins.	1	3	4	0	10	10	0	0	0
+45 mins.	1	3	4	0	10	10	0	0	0
Total Volume	5	13	18	0	34	34	0	0	0
% App. Total	27.8	72.2		0	100		0	0	
PHF	.625	.813	.900	.000	.850	.850	.000	.000	.000



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

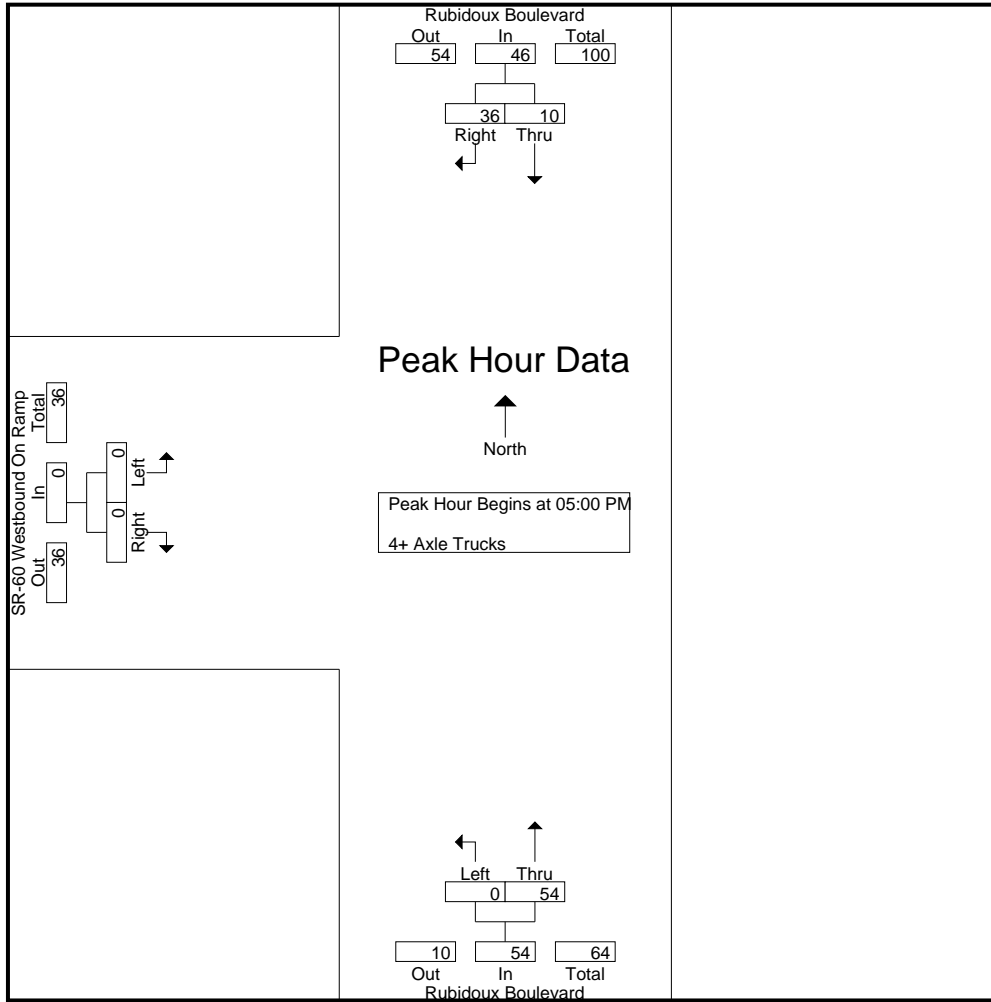
Groups Printed- 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	1	12	13	0	12	12	0	0	0	25
04:15 PM	3	13	16	0	15	15	0	0	0	31
04:30 PM	1	7	8	0	21	21	0	0	0	29
04:45 PM	1	11	12	0	17	17	0	0	0	29
Total	6	43	49	0	65	65	0	0	0	114
05:00 PM	3	9	12	0	14	14	0	0	0	26
05:15 PM	2	10	12	0	12	12	0	0	0	24
05:30 PM	4	8	12	0	11	11	0	0	0	23
05:45 PM	1	9	10	0	17	17	0	0	0	27
Total	10	36	46	0	54	54	0	0	0	100
Grand Total	16	79	95	0	119	119	0	0	0	214
Apprch %	16.8	83.2		0	100		0	0		
Total %	7.5	36.9	44.4	0	55.6	55.6	0	0	0	

Start Time	Rubidoux Boulevard Southbound			Rubidoux Boulevard Northbound			SR-60 Westbound On Ramp Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	3	9	<b>12</b>	0	14	14	0	0	0	26
05:15 PM	2	<b>10</b>	12	0	12	12	0	0	0	24
05:30 PM	<b>4</b>	8	12	0	11	11	0	0	0	23
05:45 PM	1	9	10	0	<b>17</b>	<b>17</b>	0	0	0	<b>27</b>
Total Volume	10	36	46	0	54	54	0	0	0	100
% App. Total	21.7	78.3		0	100		0	0		
PHF	.625	.900	.958	.000	.794	.794	.000	.000	.000	.926

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 Westbound On Ramp  
 Weather: Clear

File Name : 04\_JVY\_Rubidoux\_60W On Ramp PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			05:00 PM		
+0 mins.	3	9	12	0	14	14	0	0	0
+15 mins.	2	10	12	0	12	12	0	0	0
+30 mins.	4	8	12	0	11	11	0	0	0
+45 mins.	1	9	10	0	17	17	0	0	0
Total Volume	10	36	46	0	54	54	0	0	0
% App. Total	21.7	78.3		0	100		0	0	
PHF	.625	.900	.958	.000	.794	.794	.000	.000	.000

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

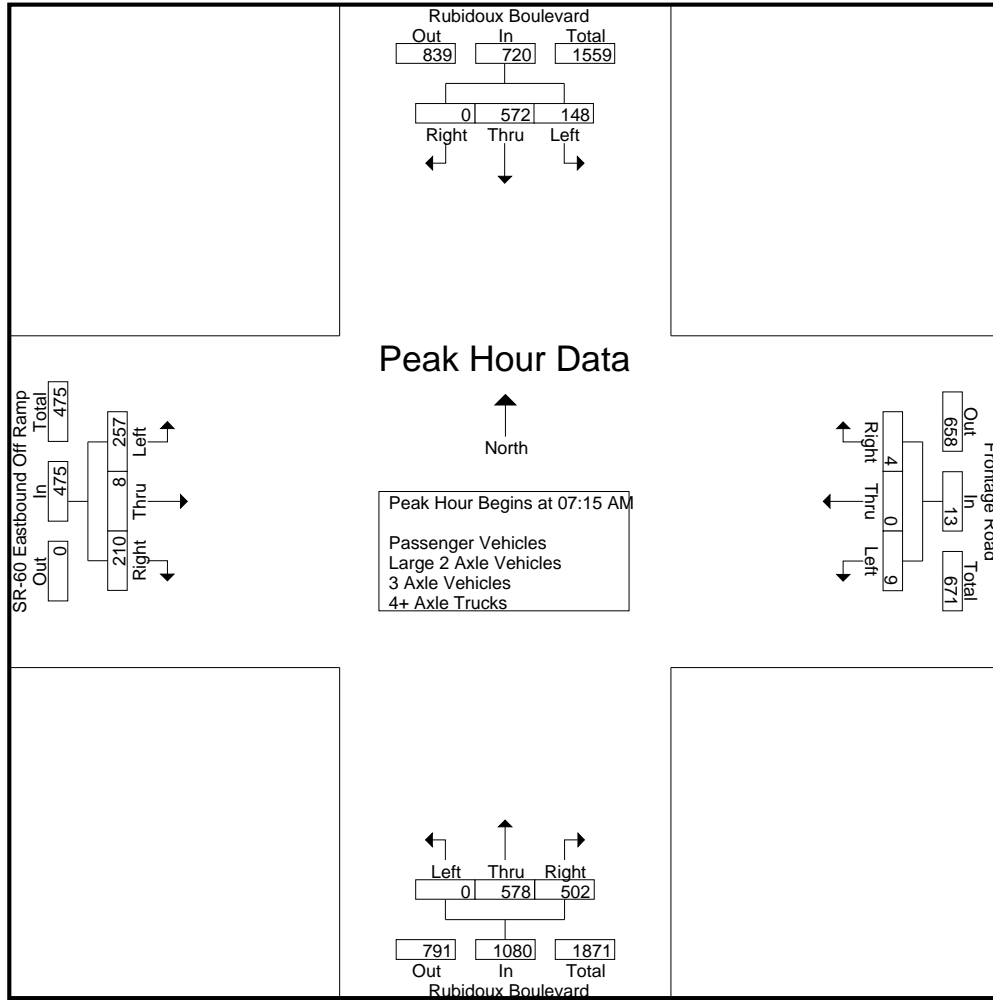
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	39	114	0	153	3	0	1	4	0	129	107	236	55	3	26	84	477
07:15 AM	40	142	0	182	0	0	2	2	0	149	124	273	64	2	47	113	570
07:30 AM	43	149	0	192	3	0	0	3	0	160	141	301	55	3	40	98	594
07:45 AM	37	145	0	182	3	0	1	4	0	135	112	247	71	2	62	135	568
Total	159	550	0	709	9	0	4	13	0	573	484	1057	245	10	175	430	2209
08:00 AM	28	136	0	164	3	0	1	4	0	134	125	259	67	1	61	129	556
08:15 AM	24	147	0	171	2	0	3	5	0	104	89	193	71	10	60	141	510
08:30 AM	18	116	0	134	2	0	3	5	0	119	96	215	105	8	70	183	537
08:45 AM	25	133	0	158	1	0	1	2	0	116	91	207	86	12	65	163	530
Total	95	532	0	627	8	0	8	16	0	473	401	874	329	31	256	616	2133
Grand Total	254	1082	0	1336	17	0	12	29	0	1046	885	1931	574	41	431	1046	4342
Apprch %	19	81	0		58.6	0	41.4		0	54.2	45.8		54.9	3.9	41.2		
Total %	5.8	24.9	0	30.8	0.4	0	0.3	0.7	0	24.1	20.4	44.5	13.2	0.9	9.9	24.1	
Passenger Vehicles	233	1049	0	1282	16	0	12	28	0	1017	871	1888	453	35	422	910	4108
% Passenger Vehicles	91.7	97	0	96	94.1	0	100	96.6	0	97.2	98.4	97.8	78.9	85.4	97.9	87	94.6
Large 2 Axle Vehicles	9	16	0	25	1	0	0	1	0	9	7	16	11	2	7	20	62
% Large 2 Axle Vehicles	3.5	1.5	0	1.9	5.9	0	0	3.4	0	0.9	0.8	0.8	1.9	4.9	1.6	1.9	1.4
3 Axle Vehicles	5	12	0	17	0	0	0	0	0	11	3	14	48	0	0	48	79
% 3 Axle Vehicles	2	1.1	0	1.3	0	0	0	0	0	1.1	0.3	0.7	8.4	0	0	4.6	1.8
4+ Axle Trucks	7	5	0	12	0	0	0	0	0	9	4	13	62	4	2	68	93
% 4+ Axle Trucks	2.8	0.5	0	0.9	0	0	0	0	0	0.9	0.5	0.7	10.8	9.8	0.5	6.5	2.1

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	40	142	0	182	0	0	2	2	0	149	124	273	64	2	47	113	570
07:30 AM	43	149	0	192	3	0	0	3	0	160	141	301	55	3	40	98	594
07:45 AM	37	145	0	182	3	0	1	4	0	135	112	247	71	2	62	135	568
08:00 AM	28	136	0	164	3	0	1	4	0	134	125	259	67	1	61	129	556
Total Volume	148	572	0	720	9	0	4	13	0	578	502	1080	257	8	210	475	2288
% App. Total	20.6	79.4	0		69.2	0	30.8		0	53.5	46.5		54.1	1.7	44.2		
PHF	.860	.960	.000	.938	.750	.000	.500	.813	.000	.903	.890	.897	.905	.667	.847	.880	.963

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E AM  
 Site Code : 00318765  
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:45 AM				07:15 AM				08:00 AM			
+0 mins.	40	142	0	182	3	0	1	4	0	149	124	273	67	1	61	129
+15 mins.	43	149	0	192	3	0	1	4	0	160	141	301	71	10	60	141
+30 mins.	37	145	0	182	2	0	3	5	0	135	112	247	105	8	70	183
+45 mins.	28	136	0	164	2	0	3	5	0	134	125	259	86	12	65	163
Total Volume	148	572	0	720	10	0	8	18	0	578	502	1080	329	31	256	616
% App. Total	20.6	79.4	0		55.6	0	44.4		0	53.5	46.5		53.4	5	41.6	
PHF	.860	.960	.000	.938	.833	.000	.667	.900	.000	.903	.890	.897	.783	.646	.914	.842

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

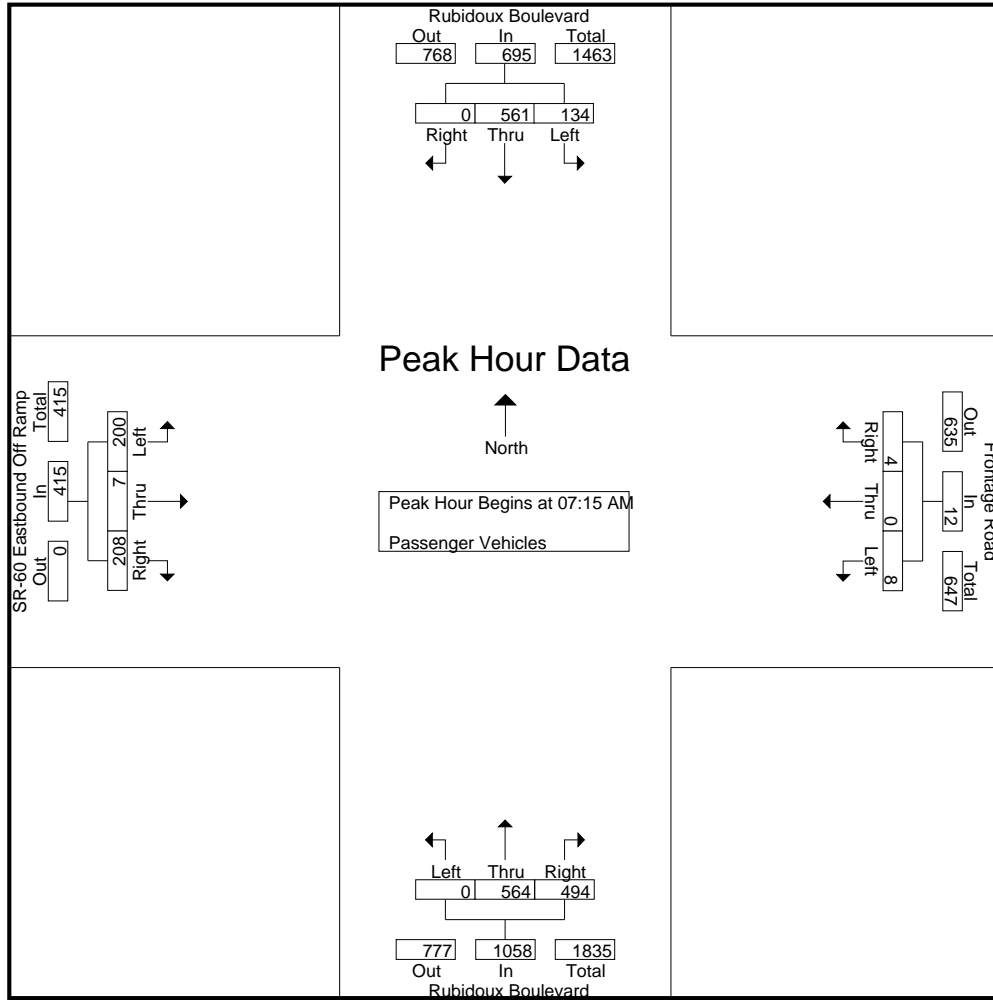
Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	35	109	0	144	3	0	1	4	0	126	107	233	47	2	25	74	455
07:15 AM	35	141	0	176	0	0	2	2	0	148	124	272	54	2	46	102	552
07:30 AM	41	146	0	187	3	0	0	3	0	155	138	293	45	2	39	86	569
07:45 AM	32	143	0	175	3	0	1	4	0	129	110	239	55	2	62	119	537
Total	143	539	0	682	9	0	4	13	0	558	479	1037	201	8	172	381	2113
08:00 AM	26	131	0	157	2	0	1	3	0	132	122	254	46	1	61	108	522
08:15 AM	23	141	0	164	2	0	3	5	0	100	87	187	53	9	57	119	475
08:30 AM	18	112	0	130	2	0	3	5	0	112	94	206	87	5	69	161	502
08:45 AM	23	126	0	149	1	0	1	2	0	115	89	204	66	12	63	141	496
Total	90	510	0	600	7	0	8	15	0	459	392	851	252	27	250	529	1995
Grand Total	233	1049	0	1282	16	0	12	28	0	1017	871	1888	453	35	422	910	4108
Apprch %	18.2	81.8	0		57.1	0	42.9		0	53.9	46.1		49.8	3.8	46.4		
Total %	5.7	25.5	0	31.2	0.4	0	0.3	0.7	0	24.8	21.2	46	11	0.9	10.3	22.2	

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	35	141	0	176	0	0	2	2	0	148	124	272	54	2	46	102	552
07:30 AM	41	146	0	187	3	0	0	3	0	155	138	293	45	2	39	86	569
07:45 AM	32	143	0	175	3	0	1	4	0	129	110	239	55	2	62	119	537
08:00 AM	26	131	0	157	2	0	1	3	0	132	122	254	46	1	61	108	522
Total Volume	134	561	0	695	8	0	4	12	0	564	494	1058	200	7	208	415	2180
% App. Total	19.3	80.7	0		66.7	0	33.3		0	53.3	46.7		48.2	1.7	50.1		
PHF	.817	.961	.000	.929	.667	.000	.500	.750	.000	.910	.895	.903	.909	.875	.839	.872	.958

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E AM  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	35	141	0	176	0	0	2	2	0	148	124	272	54	2	46	102
+15 mins.	41	146	0	187	3	0	0	3	0	155	138	293	45	2	39	86
+30 mins.	32	143	0	175	3	0	1	4	0	129	110	239	55	2	62	119
+45 mins.	26	131	0	157	2	0	1	3	0	132	122	254	46	1	61	108
Total Volume	134	561	0	695	8	0	4	12	0	564	494	1058	200	7	208	415
% App. Total	19.3	80.7	0		66.7	0	33.3		0	53.3	46.7		48.2	1.7	50.1	
PHF	.817	.961	.000	.929	.667	.000	.500	.750	.000	.910	.895	.903	.909	.875	.839	.872

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

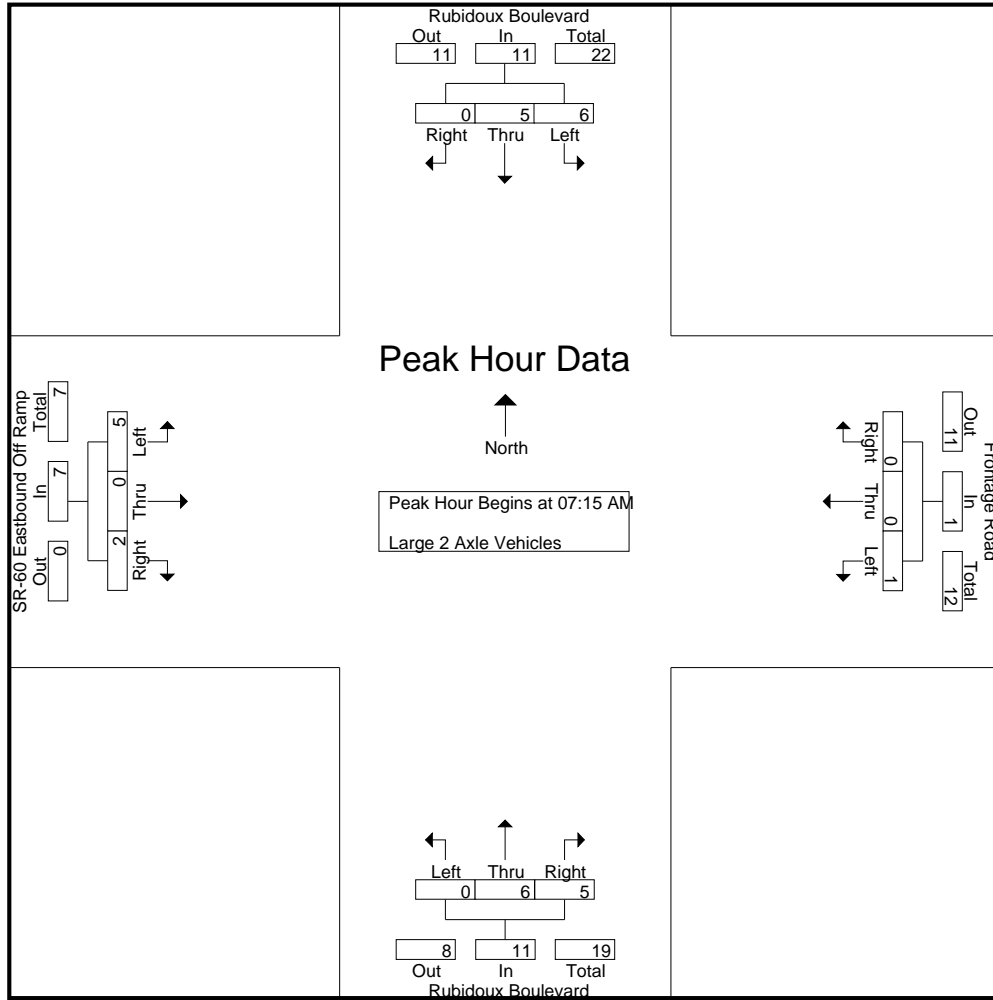
Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	3	0	5	0	0	0	0	0	0	0	0	0	1	1	2	7
07:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
07:30 AM	0	1	0	1	0	0	0	0	0	2	1	3	1	0	1	2	6
07:45 AM	3	1	0	4	0	0	0	0	0	3	1	4	1	0	0	1	9
Total	7	5	0	12	0	0	0	0	0	5	2	7	2	1	3	6	25
08:00 AM	1	3	0	4	1	0	0	1	0	1	3	4	3	0	0	3	12
08:15 AM	0	2	0	2	0	0	0	0	0	1	0	1	2	0	3	5	8
08:30 AM	0	1	0	1	0	0	0	0	0	2	2	4	2	1	1	4	9
08:45 AM	1	5	0	6	0	0	0	0	0	0	0	0	2	0	0	2	8
Total	2	11	0	13	1	0	0	1	0	4	5	9	9	1	4	14	37
Grand Total	9	16	0	25	1	0	0	1	0	9	7	16	11	2	7	20	62
Apprch %	36	64	0		100	0	0		0	56.2	43.8		55	10	35		
Total %	14.5	25.8	0	40.3	1.6	0	0	1.6	0	14.5	11.3	25.8	17.7	3.2	11.3	32.3	

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
07:30 AM	0	1	0	1	0	0	0	0	0	2	1	3	1	0	1	2	6
07:45 AM	3	1	0	4	0	0	0	0	0	3	1	4	1	0	0	1	9
08:00 AM	1	3	0	4	1	0	0	1	0	1	3	4	3	0	0	3	12
Total Volume	6	5	0	11	1	0	0	1	0	6	5	11	5	0	2	7	30
% App. Total	54.5	45.5	0		100	0	0		0	54.5	45.5		71.4	0	28.6		
PHF	.500	.417	.000	.688	.250	.000	.000	.250	.000	.500	.417	.688	.417	.000	.500	.583	.625

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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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	0	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	1	3	1	0	1	2
+30 mins.	3	1	0	4	0	0	0	0	0	3	1	4	1	0	0	1
+45 mins.	1	3	0	4	1	0	0	1	0	1	3	4	3	0	0	3
Total Volume	6	5	0	11	1	0	0	1	0	6	5	11	5	0	2	7
% App. Total	54.5	45.5	0	100	100	0	0	0	0	54.5	45.5	100	71.4	0	28.6	100
PHF	.500	.417	.000	.688	.250	.000	.000	.250	.000	.500	.417	.688	.417	.000	.500	.583



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E AM  
 Site Code : 00318765  
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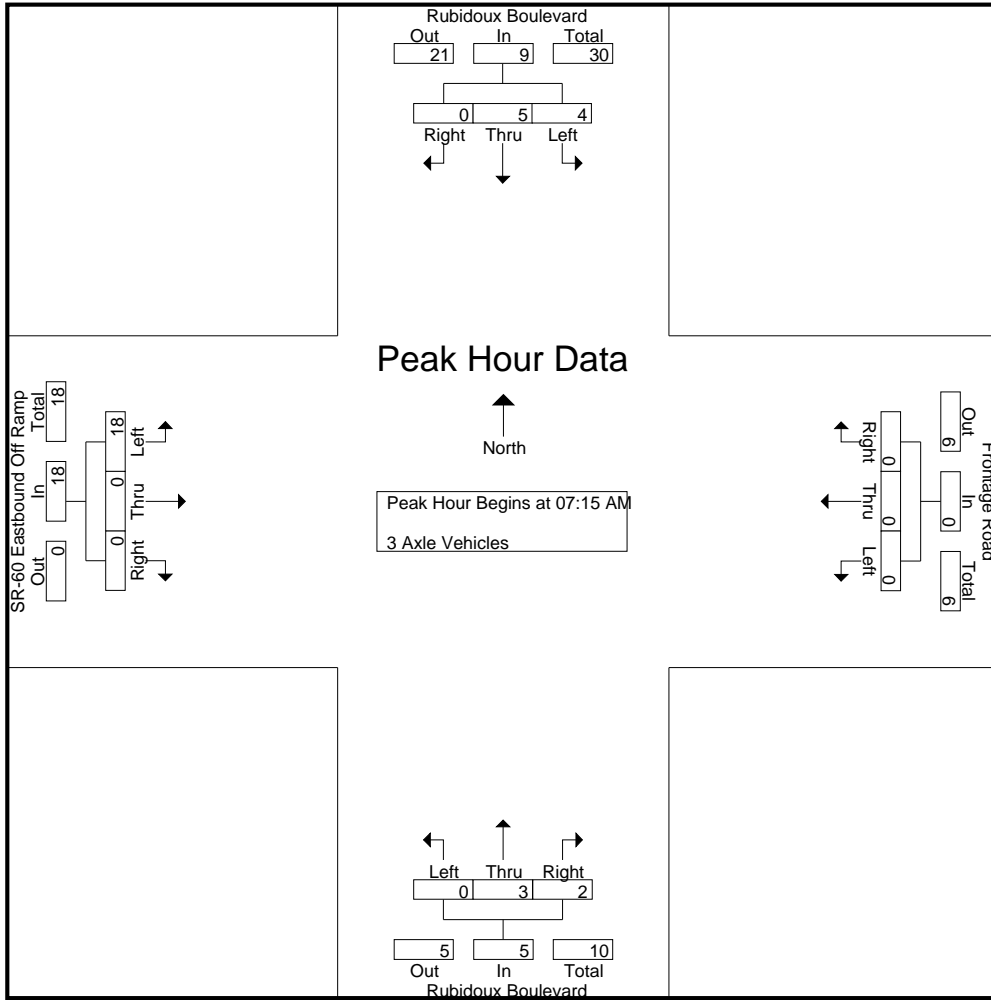
Groups Printed- 3 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	0	0	0	0	0	2	0	2	4	0	0	4	8
07:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	5
07:30 AM	2	2	0	4	0	0	0	0	0	1	2	3	4	0	0	4	11
07:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	4	0	0	4	7
Total	4	5	0	9	0	0	0	0	0	5	2	7	15	0	0	15	31
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	7	0	0	7	9
08:15 AM	0	2	0	2	0	0	0	0	0	3	0	3	7	0	0	7	12
08:30 AM	0	3	0	3	0	0	0	0	0	3	0	3	8	0	0	8	14
08:45 AM	1	0	0	1	0	0	0	0	0	0	1	1	11	0	0	11	13
Total	1	7	0	8	0	0	0	0	0	6	1	7	33	0	0	33	48
Grand Total	5	12	0	17	0	0	0	0	0	11	3	14	48	0	0	48	79
Apprch %	29.4	70.6	0		0	0	0		0	78.6	21.4		100	0	0		
Total %	6.3	15.2	0	21.5	0	0	0	0	0	13.9	3.8	17.7	60.8	0	0	60.8	

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	5
07:30 AM	2	2	0	4	0	0	0	0	0	1	2	3	4	0	0	4	11
07:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	4	0	0	4	7
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	7	0	0	7	9
Total Volume	4	5	0	9	0	0	0	0	0	3	2	5	18	0	0	18	32
% App. Total	44.4	55.6	0		0	0	0		0	60	40		100	0	0		
PHF	.500	.625	.000	.563	.000	.000	.000	.000	.000	.375	.250	.417	.643	.000	.000	.643	.727

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E AM  
 Site Code : 00318765  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM							
+0 mins.	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3
+15 mins.	2	2	0	4	0	0	0	0	0	1	2	3	4	0	0	4
+30 mins.	0	1	0	1	0	0	0	0	0	2	0	2	4	0	0	4
+45 mins.	0	2	0	2	0	0	0	0	0	0	0	0	7	0	0	7
Total Volume	4	5	0	9	0	0	0	0	0	3	2	5	18	0	0	18
% App. Total	44.4	55.6	0		0	0	0		0	60	40		100	0	0	
PHF	.500	.625	.000	.563	.000	.000	.000	.000	.000	.375	.250	.417	.643	.000	.000	.643

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E AM  
 Site Code : 00318765  
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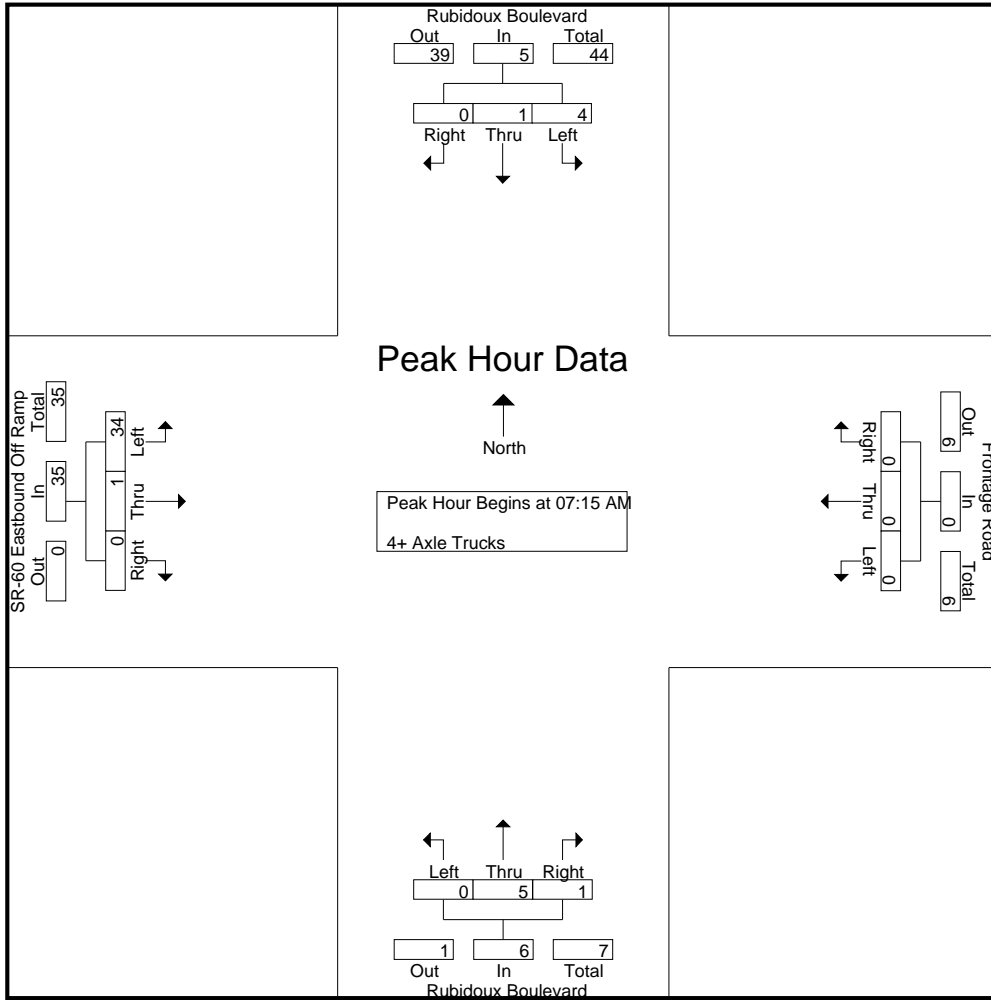
Groups Printed- 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	0	0	2	0	0	0	0	0	1	0	1	4	0	0	4	7
07:15 AM	1	1	0	2	0	0	0	0	0	1	0	1	7	0	0	7	10
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	5	1	0	6	8
07:45 AM	2	0	0	2	0	0	0	0	0	1	1	2	11	0	0	11	15
Total	5	1	0	6	0	0	0	0	0	5	1	6	27	1	0	28	40
08:00 AM	1	0	0	1	0	0	0	0	0	1	0	1	11	0	0	11	13
08:15 AM	1	2	0	3	0	0	0	0	0	0	2	2	9	1	0	10	15
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	8	2	0	10	12
08:45 AM	0	2	0	2	0	0	0	0	0	1	1	2	7	0	2	9	13
Total	2	4	0	6	0	0	0	0	0	4	3	7	35	3	2	40	53
Grand Total	7	5	0	12	0	0	0	0	0	9	4	13	62	4	2	68	93
Apprch %	58.3	41.7	0		0	0	0		0	69.2	30.8		91.2	5.9	2.9		
Total %	7.5	5.4	0	12.9	0	0	0	0	0	9.7	4.3	14	66.7	4.3	2.2	73.1	

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	1	0	1	7	0	0	7	10
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	5	1	0	6	8
07:45 AM	2	0	0	2	0	0	0	0	0	1	1	2	11	0	0	11	15
08:00 AM	1	0	0	1	0	0	0	0	0	1	0	1	11	0	0	11	13
Total Volume	4	1	0	5	0	0	0	0	0	5	1	6	34	1	0	35	46
% App. Total	80	20	0		0	0	0		0	83.3	16.7		97.1	2.9	0		
PHF	.500	.250	.000	.625	.000	.000	.000	.000	.000	.625	.250	.750	.773	.250	.000	.795	.767

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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							
+0 mins.	1	1	0	2	0	0	0	0	0	1	0	1	7	0	0	7
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	5	1	0	6
+30 mins.	2	0	0	2	0	0	0	0	0	1	1	2	11	0	0	11
+45 mins.	1	0	0	1	0	0	0	0	0	1	0	1	11	0	0	11
Total Volume	4	1	0	5	0	0	0	0	0	5	1	6	34	1	0	35
% App. Total	80	20	0		0	0	0		0	83.3	16.7		97.1	2.9	0	
PHF	.500	.250	.000	.625	.000	.000	.000	.000	.000	.625	.250	.750	.773	.250	.000	.795

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

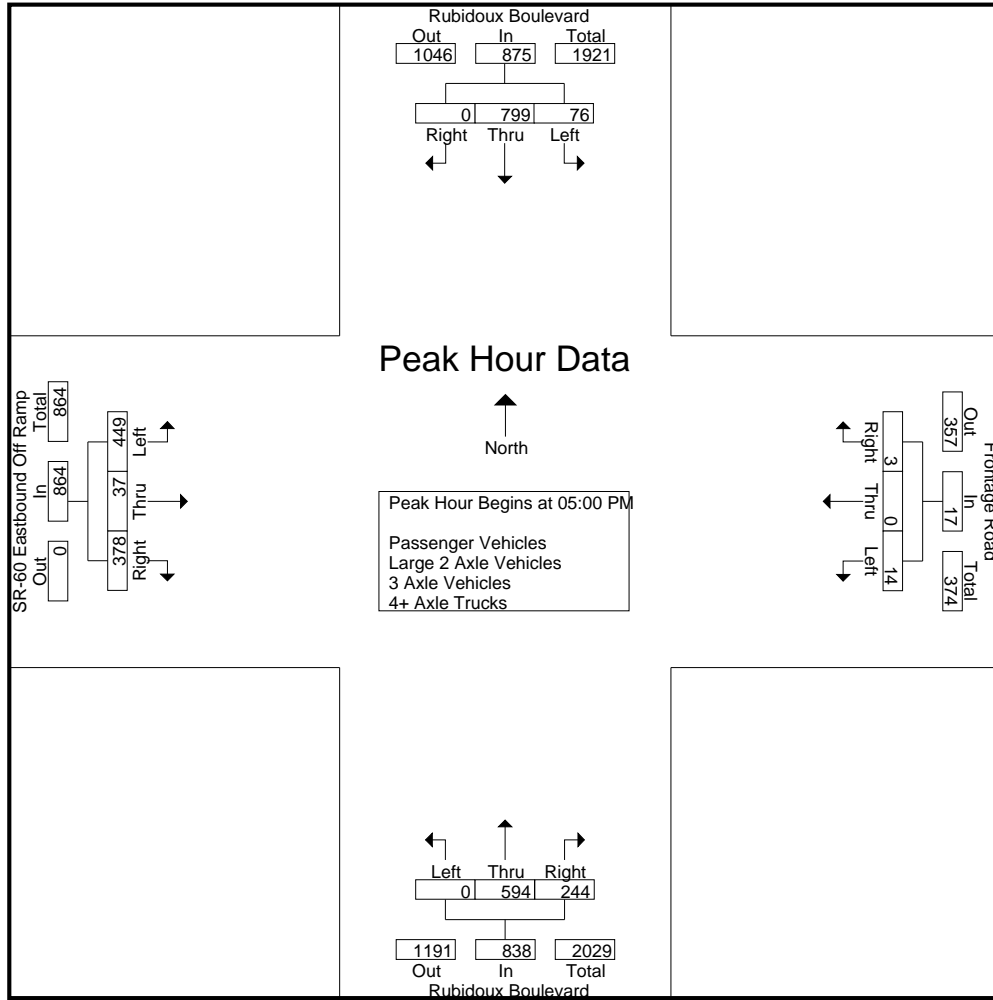
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	23	211	0	234	2	0	0	2	0	130	67	197	117	13	61	191	624
04:15 PM	20	220	0	240	3	0	1	4	0	124	71	195	125	7	74	206	645
04:30 PM	20	202	0	222	5	0	1	6	0	119	63	182	112	2	79	193	603
04:45 PM	15	198	0	213	1	0	1	2	0	132	37	169	114	9	72	195	579
<b>Total</b>	<b>78</b>	<b>831</b>	<b>0</b>	<b>909</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>505</b>	<b>238</b>	<b>743</b>	<b>468</b>	<b>31</b>	<b>286</b>	<b>785</b>	<b>2451</b>
05:00 PM	18	209	0	227	5	0	0	5	0	145	53	198	92	8	86	186	616
05:15 PM	20	191	0	211	5	0	1	6	0	168	72	240	116	8	80	204	661
05:30 PM	18	209	0	227	0	0	1	1	0	151	60	211	116	12	111	239	678
05:45 PM	20	190	0	210	4	0	1	5	0	130	59	189	125	9	101	235	639
<b>Total</b>	<b>76</b>	<b>799</b>	<b>0</b>	<b>875</b>	<b>14</b>	<b>0</b>	<b>3</b>	<b>17</b>	<b>0</b>	<b>594</b>	<b>244</b>	<b>838</b>	<b>449</b>	<b>37</b>	<b>378</b>	<b>864</b>	<b>2594</b>
<b>Grand Total</b>	<b>154</b>	<b>1630</b>	<b>0</b>	<b>1784</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>31</b>	<b>0</b>	<b>1099</b>	<b>482</b>	<b>1581</b>	<b>917</b>	<b>68</b>	<b>664</b>	<b>1649</b>	<b>5045</b>
Apprch %	8.6	91.4	0		80.6	0	19.4		0	69.5	30.5		55.6	4.1	40.3		
Total %	3.1	32.3	0	35.4	0.5	0	0.1	0.6	0	21.8	9.6	31.3	18.2	1.3	13.2	32.7	
Passenger Vehicles	146	1601	0	1747	25	0	6	31	0	1038	475	1513	715	63	660	1438	4729
% Passenger Vehicles	94.8	98.2	0	97.9	100	0	100	100	0	94.4	98.5	95.7	78	92.6	99.4	87.2	93.7
Large 2 Axle Vehicles	0	15	0	15	0	0	0	0	0	40	6	46	36	1	1	38	99
% Large 2 Axle Vehicles	0	0.9	0	0.8	0	0	0	0	0	3.6	1.2	2.9	3.9	1.5	0.2	2.3	2
3 Axle Vehicles	4	6	0	10	0	0	0	0	0	12	1	13	63	1	3	67	90
% 3 Axle Vehicles	2.6	0.4	0	0.6	0	0	0	0	0	1.1	0.2	0.8	6.9	1.5	0.5	4.1	1.8
4+ Axle Trucks	4	8	0	12	0	0	0	0	0	9	0	9	103	3	0	106	127
% 4+ Axle Trucks	2.6	0.5	0	0.7	0	0	0	0	0	0.8	0	0.6	11.2	4.4	0	6.4	2.5

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	18	<b>209</b>	0	<b>227</b>	<b>5</b>	0	0	<b>5</b>	0	145	53	198	92	8	86	186	616
05:15 PM	<b>20</b>	191	0	211	5	0	<b>1</b>	<b>6</b>	0	<b>168</b>	<b>72</b>	<b>240</b>	116	8	80	204	661
05:30 PM	18	209	0	227	0	0	1	1	0	151	60	211	116	<b>12</b>	<b>111</b>	<b>239</b>	<b>678</b>
05:45 PM	20	190	0	210	4	0	1	5	0	130	59	189	<b>125</b>	9	101	235	639
Total Volume	76	799	0	875	14	0	3	17	0	594	244	838	449	37	378	864	2594
% App. Total	8.7	91.3	0		82.4	0	17.6		0	70.9	29.1		52	4.3	43.8		
PHF	.950	.956	.000	.964	.700	.000	.750	.708	.000	.884	.847	.873	.898	.771	.851	.904	.956

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



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

	04:00 PM				04:30 PM				05:00 PM				05:00 PM			
+0 mins.	23	211	0	234	5	0	1	6	0	145	53	198	92	8	86	186
+15 mins.	20	220	0	240	1	0	1	2	0	168	72	240	116	8	80	204
+30 mins.	20	202	0	222	5	0	0	5	0	151	60	211	116	12	111	239
+45 mins.	15	198	0	213	5	0	1	6	0	130	59	189	125	9	101	235
Total Volume	78	831	0	909	16	0	3	19	0	594	244	838	449	37	378	864
% App. Total	8.6	91.4	0		84.2	0	15.8		0	70.9	29.1		52	4.3	43.8	
PHF	.848	.944	.000	.947	.800	.000	.750	.792	.000	.884	.847	.873	.898	.771	.851	.904

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

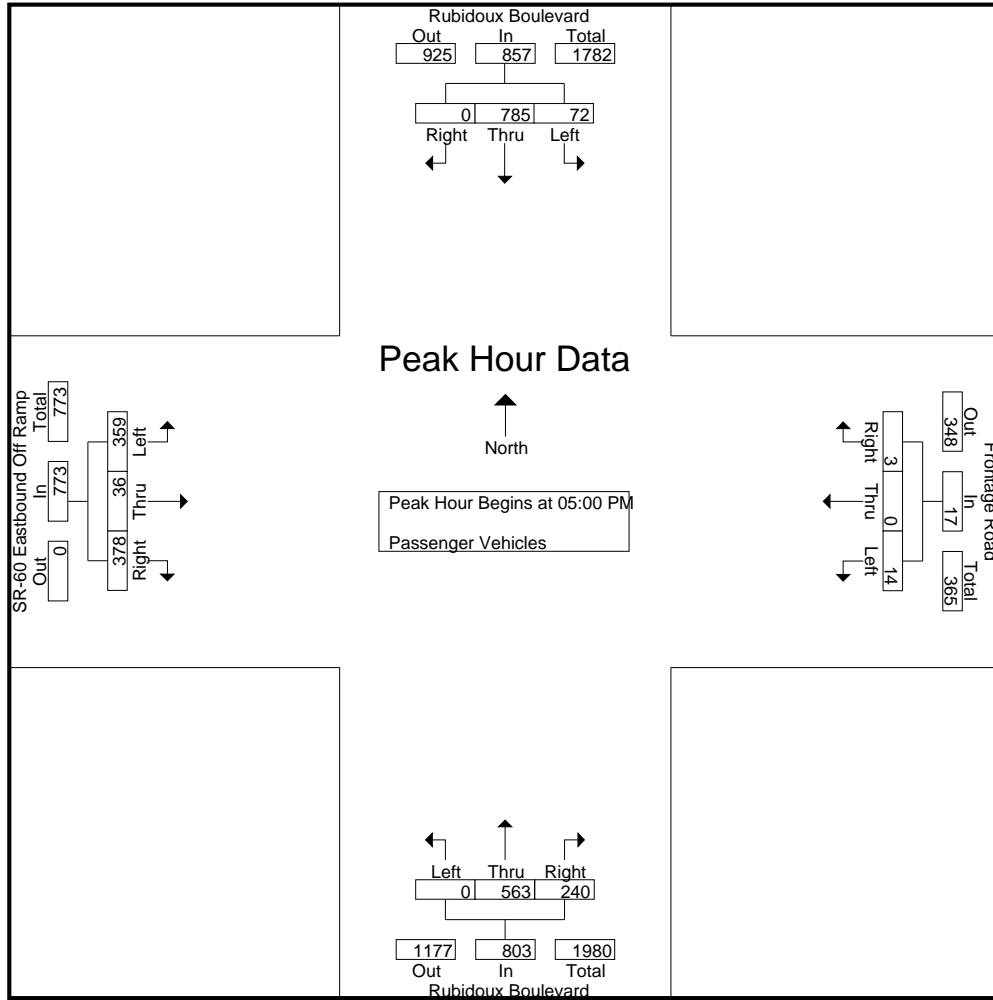
Groups Printed- Passenger Vehicles

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	23	207	0	230	2	0	0	2	0	124	67	191	88	13	60	161	584
04:15 PM	19	216	0	235	3	0	1	4	0	116	68	184	101	4	73	178	601
04:30 PM	19	198	0	217	5	0	1	6	0	113	63	176	79	2	77	158	557
04:45 PM	13	195	0	208	1	0	1	2	0	122	37	159	88	8	72	168	537
Total	74	816	0	890	11	0	3	14	0	475	235	710	356	27	282	665	2279
05:00 PM	16	207	0	223	5	0	0	5	0	141	50	191	67	8	86	161	580
05:15 PM	20	186	0	206	5	0	1	6	0	158	72	230	99	8	80	187	629
05:30 PM	17	205	0	222	0	0	1	1	0	145	60	205	95	11	111	217	645
05:45 PM	19	187	0	206	4	0	1	5	0	119	58	177	98	9	101	208	596
Total	72	785	0	857	14	0	3	17	0	563	240	803	359	36	378	773	2450
Grand Total	146	1601	0	1747	25	0	6	31	0	1038	475	1513	715	63	660	1438	4729
Apprch %	8.4	91.6	0		80.6	0	19.4		0	68.6	31.4		49.7	4.4	45.9		
Total %	3.1	33.9	0	36.9	0.5	0	0.1	0.7	0	21.9	10	32	15.1	1.3	14	30.4	

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	16	<b>207</b>	0	<b>223</b>	<b>5</b>	0	0	5	0	141	50	191	67	8	86	161	580
05:15 PM	<b>20</b>	186	0	206	5	0	<b>1</b>	<b>6</b>	0	<b>158</b>	<b>72</b>	<b>230</b>	<b>99</b>	8	80	187	629
05:30 PM	17	205	0	222	0	0	1	1	0	145	60	205	95	<b>11</b>	<b>111</b>	<b>217</b>	<b>645</b>
05:45 PM	19	187	0	206	4	0	1	5	0	119	58	177	98	9	101	208	596
Total Volume	72	785	0	857	14	0	3	17	0	563	240	803	359	36	378	773	2450
% App. Total	8.4	91.6	0		82.4	0	17.6		0	70.1	29.9		46.4	4.7	48.9		
PHF	.900	.948	.000	.961	.700	.000	.750	.708	.000	.891	.833	.873	.907	.818	.851	.891	.950

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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							
+0 mins.	16	207	0	223	5	0	0	5	0	141	50	191	67	8	86	161
+15 mins.	20	186	0	206	5	0	1	6	0	158	72	230	99	8	80	187
+30 mins.	17	205	0	222	0	0	1	1	0	145	60	205	95	11	111	217
+45 mins.	19	187	0	206	4	0	1	5	0	119	58	177	98	9	101	208
Total Volume	72	785	0	857	14	0	3	17	0	563	240	803	359	36	378	773
% App. Total	8.4	91.6	0		82.4	0	17.6		0	70.1	29.9		46.4	4.7	48.9	
PHF	.900	.948	.000	.961	.700	.000	.750	.708	.000	.891	.833	.873	.907	.818	.851	.891



City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

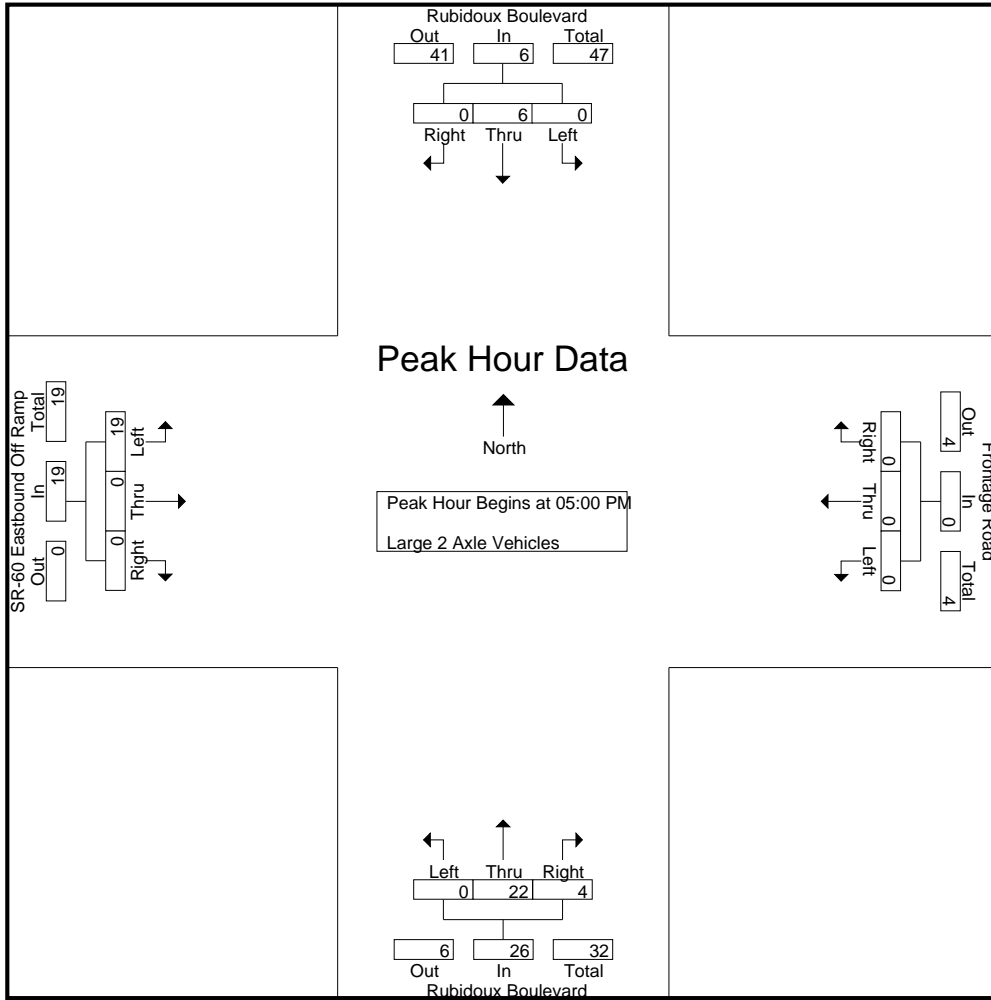
Groups Printed- Large 2 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	0	0	0	0	0	6	0	6	4	0	1	5	13
04:15 PM	0	1	0	1	0	0	0	0	0	2	2	4	4	1	0	5	10
04:30 PM	0	4	0	4	0	0	0	0	0	3	0	3	5	0	0	5	12
04:45 PM	0	2	0	2	0	0	0	0	0	7	0	7	4	0	0	4	13
Total	0	9	0	9	0	0	0	0	0	18	2	20	17	1	1	19	48
05:00 PM	0	1	0	1	0	0	0	0	0	2	3	5	3	0	0	3	9
05:15 PM	0	3	0	3	0	0	0	0	0	8	0	8	4	0	0	4	15
05:30 PM	0	0	0	0	0	0	0	0	0	5	0	5	5	0	0	5	10
05:45 PM	0	2	0	2	0	0	0	0	0	7	1	8	7	0	0	7	17
Total	0	6	0	6	0	0	0	0	0	22	4	26	19	0	0	19	51
Grand Total	0	15	0	15	0	0	0	0	0	40	6	46	36	1	1	38	99
Apprch %	0	100	0		0	0	0		0	87	13		94.7	2.6	2.6		
Total %	0	15.2	0	15.2	0	0	0	0	0	40.4	6.1	46.5	36.4	1	1	38.4	

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	1	0	1	0	0	0	0	0	2	3	5	3	0	0	3	9
05:15 PM	0	3	0	3	0	0	0	0	0	8	0	8	4	0	0	4	15
05:30 PM	0	0	0	0	0	0	0	0	0	5	0	5	5	0	0	5	10
05:45 PM	0	2	0	2	0	0	0	0	0	7	1	8	7	0	0	7	17
Total Volume	0	6	0	6	0	0	0	0	0	22	4	26	19	0	0	19	51
% App. Total	0	100	0		0	0	0		0	84.6	15.4		100	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.688	.333	.813	.679	.000	.000	.679	.750

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



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

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	1	0	1	0	0	0	0	0	2	3	5	3	0	0	3
+15 mins.	0	3	0	3	0	0	0	0	0	8	0	8	4	0	0	4
+30 mins.	0	0	0	0	0	0	0	0	0	5	0	5	5	0	0	5
+45 mins.	0	2	0	2	0	0	0	0	0	7	1	8	7	0	0	7
Total Volume	0	6	0	6	0	0	0	0	0	22	4	26	19	0	0	19
% App. Total	0	100	0	0	0	0	0	0	0	84.6	15.4	0	100	0	0	0
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.688	.333	.813	.679	.000	.000	.679

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

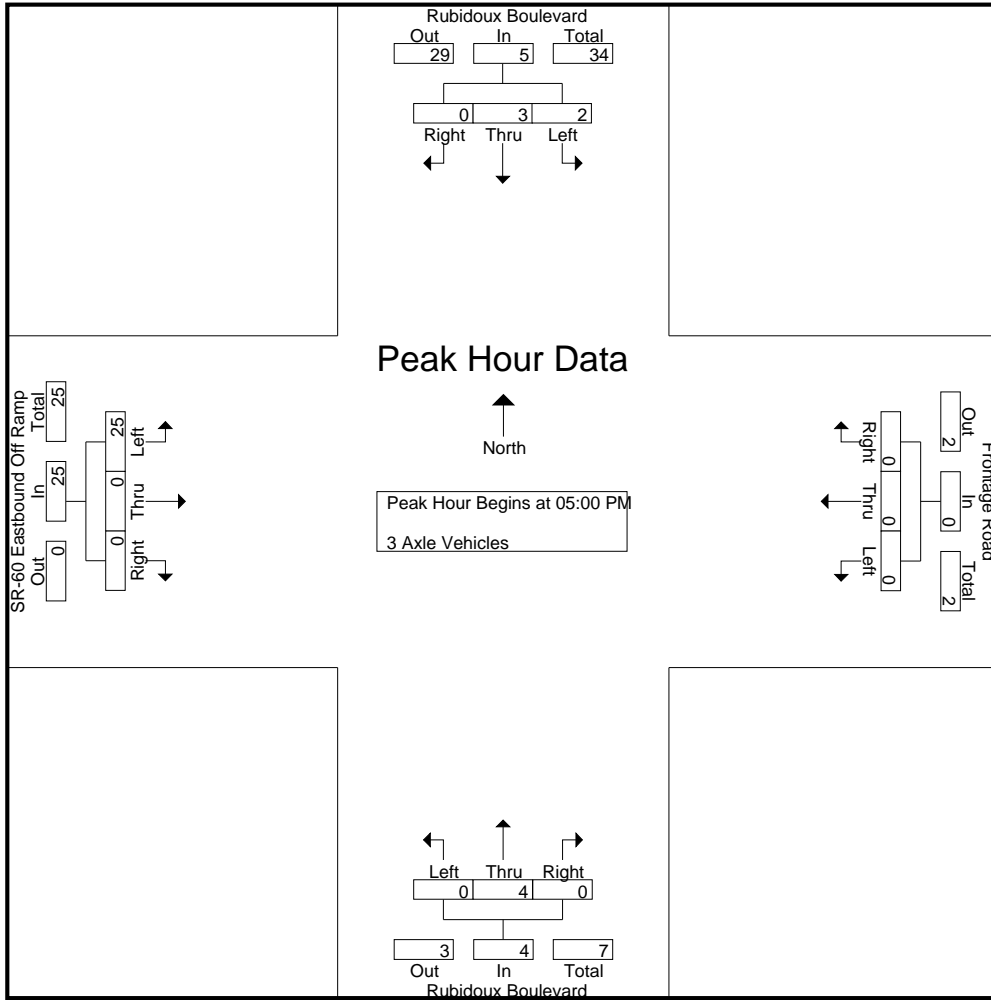
Groups Printed- 3 Axle Vehicles

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	12	0	0	12	13
04:15 PM	1	1	0	2	0	0	0	0	0	5	1	6	5	1	1	7	15
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	12	0	2	14	15
04:45 PM	1	1	0	2	0	0	0	0	0	2	0	2	9	0	0	9	13
Total	2	3	0	5	0	0	0	0	0	8	1	9	38	1	3	42	56
05:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	8	0	0	8	10
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	4	0	0	4	6
05:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	5	0	0	5	7
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	8	0	0	8	11
Total	2	3	0	5	0	0	0	0	0	4	0	4	25	0	0	25	34
Grand Total	4	6	0	10	0	0	0	0	0	12	1	13	63	1	3	67	90
Apprch %	40	60	0		0	0	0		0	92.3	7.7		94	1.5	4.5		
Total %	4.4	6.7	0	11.1	0	0	0	0	0	13.3	1.1	14.4	70	1.1	3.3	74.4	

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	1	1	0	2	0	0	0	0	0	0	0	0	8	0	0	8	10
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	4	0	0	4	6
05:30 PM	1	0	0	1	0	0	0	0	0	1	0	1	5	0	0	5	7
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	8	0	0	8	11
Total Volume	2	3	0	5	0	0	0	0	0	4	0	4	25	0	0	25	34
% App. Total	40	60	0		0	0	0		0	100	0		100	0	0		
PHF	.500	.750	.000	.625	.000	.000	.000	.000	.000	.500	.000	.500	.781	.000	.000	.781	.773

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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							
+0 mins.	1	1	0	2	0	0	0	0	0	0	0	0	8	0	0	8
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	4	0	0	4
+30 mins.	1	0	0	1	0	0	0	0	0	1	0	1	5	0	0	5
+45 mins.	0	1	0	1	0	0	0	0	0	2	0	2	8	0	0	8
Total Volume	2	3	0	5	0	0	0	0	0	4	0	4	25	0	0	25
% App. Total	40	60	0		0	0	0		0	100	0		100	0	0	
PHF	.500	.750	.000	.625	.000	.000	.000	.000	.000	.500	.000	.500	.781	.000	.000	.781

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

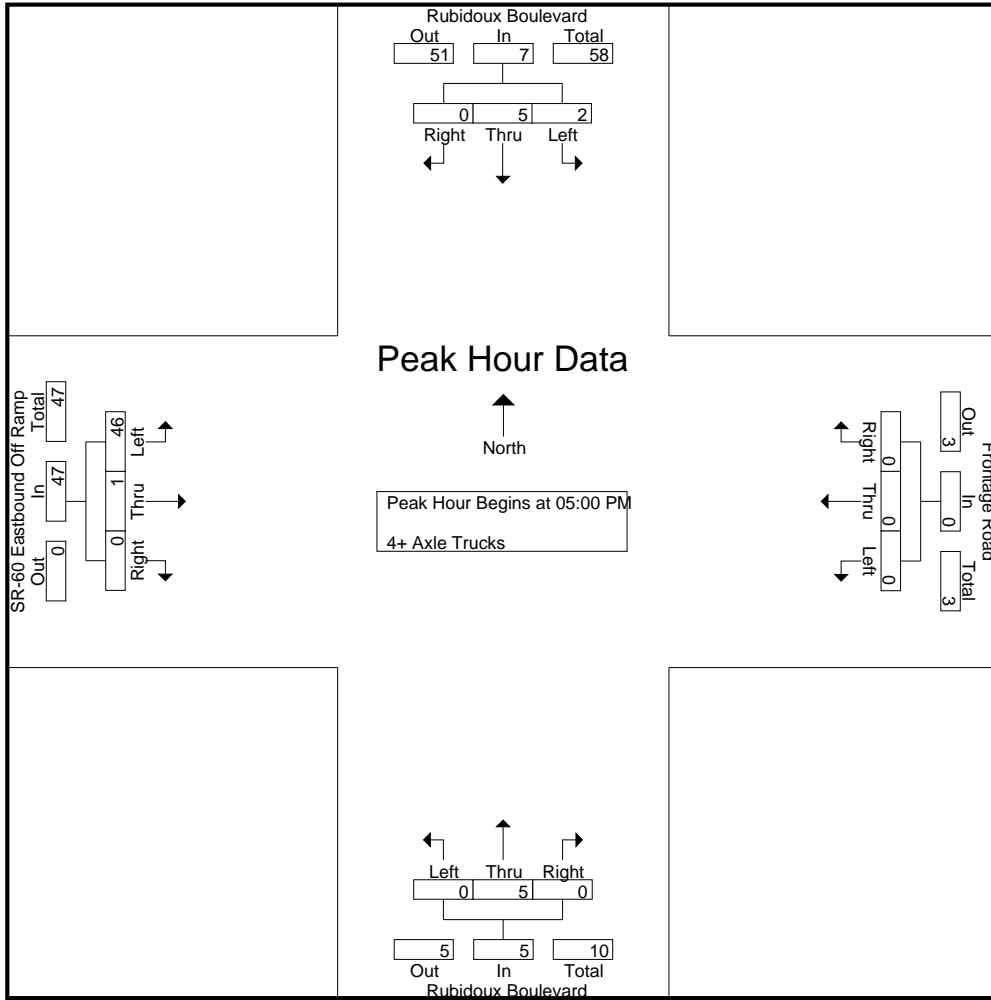
Groups Printed- 4+ Axle Trucks

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	13	0	0	13	14
04:15 PM	0	2	0	2	0	0	0	0	0	0	1	1	15	1	0	16	19
04:30 PM	1	0	0	1	0	0	0	0	0	0	2	2	16	0	0	16	19
04:45 PM	1	0	0	1	0	0	0	0	0	0	1	1	13	1	0	14	16
Total	2	3	0	5	0	0	0	0	0	0	4	4	57	2	0	59	68
05:00 PM	1	0	0	1	0	0	0	0	0	0	2	2	14	0	0	14	17
05:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	9	0	0	9	11
05:30 PM	0	4	0	4	0	0	0	0	0	0	0	0	11	1	0	12	16
05:45 PM	1	0	0	1	0	0	0	0	0	0	2	2	12	0	0	12	15
Total	2	5	0	7	0	0	0	0	0	0	5	5	46	1	0	47	59
Grand Total	4	8	0	12	0	0	0	0	0	0	9	9	103	3	0	106	127
Apprch %	33.3	66.7	0		0	0	0		0	100	0		97.2	2.8	0		
Total %	3.1	6.3	0	9.4	0	0	0	0	0	7.1	0	7.1	81.1	2.4	0	83.5	

Start Time	Rubidoux Boulevard Southbound				Frontage Road Westbound				Rubidoux Boulevard Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	1	0	0	1	0	0	0	0	0	0	2	2	14	0	0	14	17
05:15 PM	0	1	0	1	0	0	0	0	0	0	1	1	9	0	0	9	11
05:30 PM	0	4	0	4	0	0	0	0	0	0	0	0	11	1	0	12	16
05:45 PM	1	0	0	1	0	0	0	0	0	0	2	2	12	0	0	12	15
Total Volume	2	5	0	7	0	0	0	0	0	0	5	5	46	1	0	47	59
% App. Total	28.6	71.4	0		0	0	0		0	100	0		97.9	2.1	0		
PHF	.500	.313	.000	.438	.000	.000	.000	.000	.000	.625	.000	.625	.821	.250	.000	.839	.868

City of Jurupa Valley  
 N/S: Rubidoux Boulevard  
 E/W: SR-60 EB Off Ramp/Frontage Road  
 Weather: Clear

File Name : 05\_JVY\_Rubidoux\_60E PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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							
+0 mins.	1	0	0	1	0	0	0	0	0	2	0	2	14	0	0	14
+15 mins.	0	1	0	1	0	0	0	0	0	1	0	1	9	0	0	9
+30 mins.	0	4	0	4	0	0	0	0	0	0	0	0	11	1	0	12
+45 mins.	1	0	0	1	0	0	0	0	0	2	0	2	12	0	0	12
Total Volume	2	5	0	7	0	0	0	0	0	5	0	5	46	1	0	47
% App. Total	28.6	71.4	0		0	0	0		0	100	0		97.9	2.1	0	
PHF	.500	.313	.000	.438	.000	.000	.000	.000	.000	.625	.000	.625	.821	.250	.000	.839

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

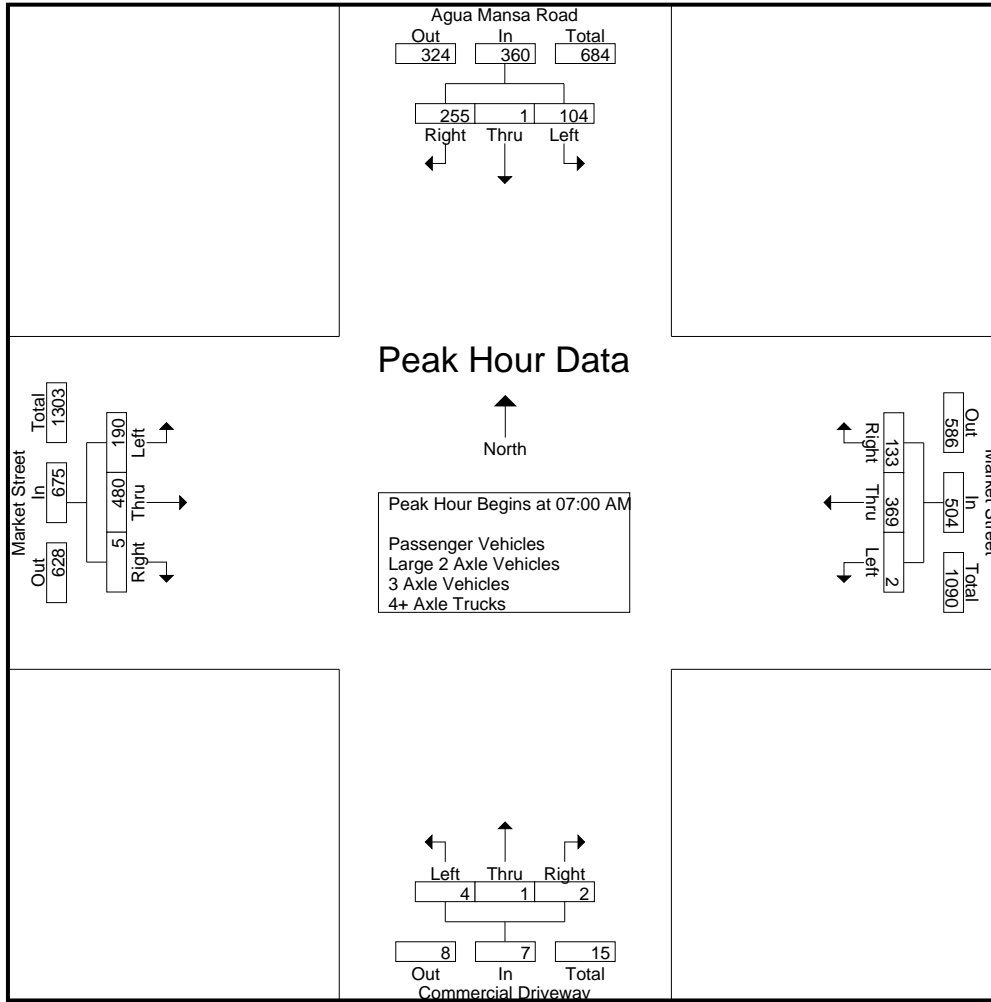
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	26	0	58	84	1	84	38	123	1	0	0	1	40	101	2	143	351
07:15 AM	26	0	60	86	0	121	41	162	2	0	1	3	35	126	2	163	414
07:30 AM	27	1	78	106	0	91	21	112	1	0	1	2	52	141	0	193	413
07:45 AM	25	0	59	84	1	73	33	107	0	1	0	1	63	112	1	176	368
Total	104	1	255	360	2	369	133	504	4	1	2	7	190	480	5	675	1546
08:00 AM	18	0	56	74	2	94	27	123	0	1	0	1	55	78	1	134	332
08:15 AM	15	1	50	66	0	92	26	118	0	0	2	2	37	106	1	144	330
08:30 AM	16	0	41	57	1	81	39	121	3	1	1	5	45	96	2	143	326
08:45 AM	12	1	34	47	1	79	28	108	0	1	0	1	59	100	0	159	315
Total	61	2	181	244	4	346	120	470	3	3	3	9	196	380	4	580	1303
Grand Total	165	3	436	604	6	715	253	974	7	4	5	16	386	860	9	1255	2849
Apprch %	27.3	0.5	72.2		0.6	73.4	26		43.8	25	31.2		30.8	68.5	0.7		
Total %	5.8	0.1	15.3	21.2	0.2	25.1	8.9	34.2	0.2	0.1	0.2	0.6	13.5	30.2	0.3	44.1	
Passenger Vehicles	104	2	297	403	3	652	164	819	3	2	3	8	276	791	5	1072	2302
% Passenger Vehicles	63	66.7	68.1	66.7	50	91.2	64.8	84.1	42.9	50	60	50	71.5	92	55.6	85.4	80.8
Large 2 Axle Vehicles	15	0	35	50	1	25	27	53	1	1	2	4	17	28	3	48	155
% Large 2 Axle Vehicles	9.1	0	8	8.3	16.7	3.5	10.7	5.4	14.3	25	40	25	4.4	3.3	33.3	3.8	5.4
3 Axle Vehicles	17	0	36	53	0	19	16	35	2	0	0	2	32	13	1	46	136
% 3 Axle Vehicles	10.3	0	8.3	8.8	0	2.7	6.3	3.6	28.6	0	0	12.5	8.3	1.5	11.1	3.7	4.8
4+ Axle Trucks	29	1	68	98	2	19	46	67	1	1	0	2	61	28	0	89	256
% 4+ Axle Trucks	17.6	33.3	15.6	16.2	33.3	2.7	18.2	6.9	14.3	25	0	12.5	15.8	3.3	0	7.1	9

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	26	0	58	84	1	84	38	123	1	0	0	1	40	101	2	143	351
07:15 AM	26	0	60	86	0	121	41	162	2	0	1	3	35	126	2	163	414
07:30 AM	27	1	78	106	0	91	21	112	1	0	1	2	52	141	0	193	413
07:45 AM	25	0	59	84	1	73	33	107	0	1	0	1	63	112	1	176	368
Total Volume	104	1	255	360	2	369	133	504	4	1	2	7	190	480	5	675	1546
% App. Total	28.9	0.3	70.8		0.4	73.2	26.4		57.1	14.3	28.6		28.1	71.1	0.7		
PHF	.963	.250	.817	.849	.500	.762	.811	.778	.500	.250	.500	.583	.754	.851	.625	.874	.934

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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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				07:00 AM				07:45 AM				07:00 AM			
+0 mins.	26	0	58	84	1	84	38	123	0	1	0	1	40	101	2	143
+15 mins.	26	0	60	86	0	121	41	162	0	1	0	1	35	126	2	163
+30 mins.	27	1	78	106	0	91	21	112	0	0	2	2	52	141	0	193
+45 mins.	25	0	59	84	1	73	33	107	3	1	1	5	63	112	1	176
Total Volume	104	1	255	360	2	369	133	504	3	3	3	9	190	480	5	675
% App. Total	28.9	0.3	70.8		0.4	73.2	26.4		33.3	33.3	33.3		28.1	71.1	0.7	
PHF	.963	.250	.817	.849	.500	.762	.811	.778	.250	.750	.375	.450	.754	.851	.625	.874



City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

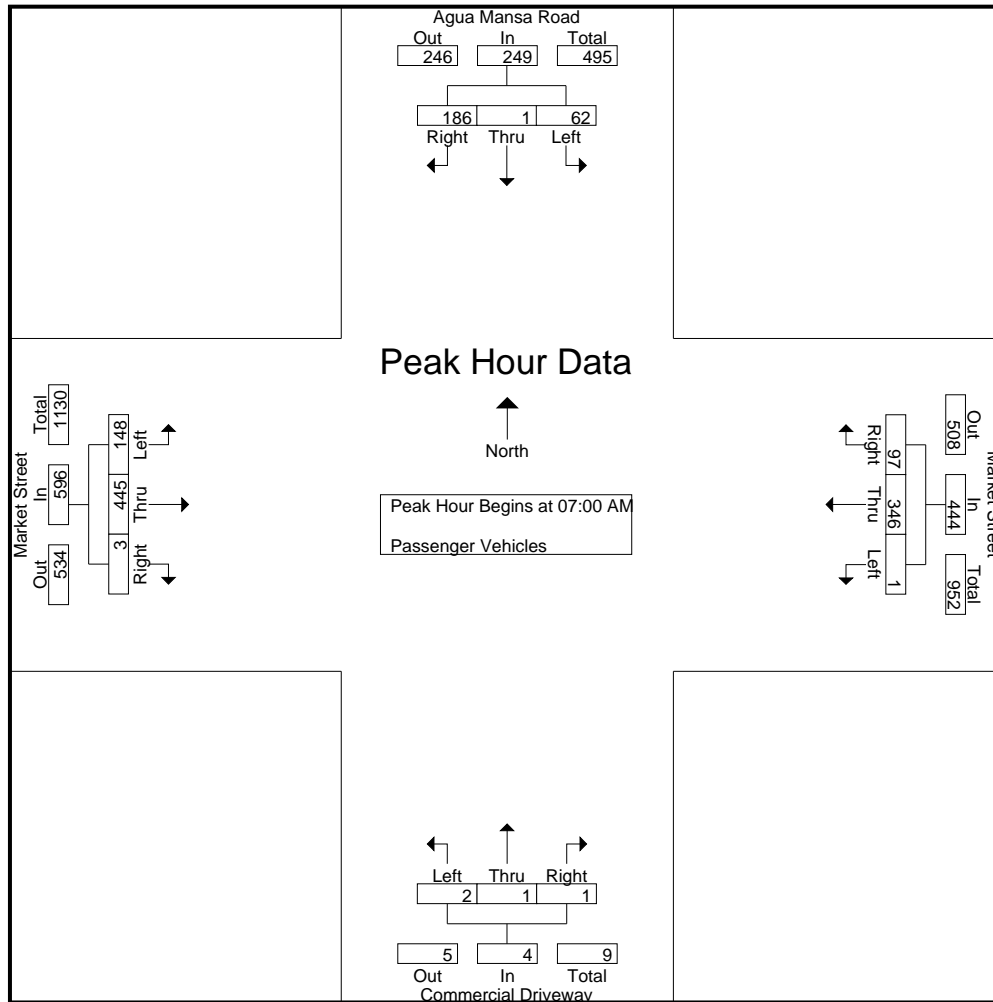
Groups Printed- Passenger Vehicles

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	14	0	41	55	1	79	31	111	0	0	0	0	28	95	0	123	289
07:15 AM	15	0	37	52	0	112	25	137	1	0	0	1	27	115	2	144	334
07:30 AM	18	1	65	84	0	87	15	102	1	0	1	2	42	131	0	173	361
07:45 AM	15	0	43	58	0	68	26	94	0	1	0	1	51	104	1	156	309
Total	62	1	186	249	1	346	97	444	2	1	1	4	148	445	3	596	1293
08:00 AM	12	0	44	56	1	79	19	99	0	0	0	0	40	70	0	110	265
08:15 AM	11	0	27	38	0	84	14	98	0	0	2	2	26	102	0	128	266
08:30 AM	10	0	22	32	0	75	18	93	1	0	0	1	29	82	2	113	239
08:45 AM	9	1	18	28	1	68	16	85	0	1	0	1	33	92	0	125	239
Total	42	1	111	154	2	306	67	375	1	1	2	4	128	346	2	476	1009
Grand Total	104	2	297	403	3	652	164	819	3	2	3	8	276	791	5	1072	2302
Apprch %	25.8	0.5	73.7		0.4	79.6	20		37.5	25	37.5		25.7	73.8	0.5		
Total %	4.5	0.1	12.9	17.5	0.1	28.3	7.1	35.6	0.1	0.1	0.1	0.3	12	34.4	0.2	46.6	

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	14	0	41	55	1	79	31	111	0	0	0	0	28	95	0	123	289
07:15 AM	15	0	37	52	0	112	25	137	1	0	0	1	27	115	2	144	334
07:30 AM	18	1	65	84	0	87	15	102	1	0	1	2	42	131	0	173	361
07:45 AM	15	0	43	58	0	68	26	94	0	1	0	1	51	104	1	156	309
Total Volume	62	1	186	249	1	346	97	444	2	1	1	4	148	445	3	596	1293
% App. Total	24.9	0.4	74.7		0.2	77.9	21.8		50	25	25		24.8	74.7	0.5		
PHF	.861	.250	.715	.741	.250	.772	.782	.810	.500	.250	.250	.500	.725	.849	.375	.861	.895

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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.	14	0	41	55	1	79	31	111	0	0	0	0	28	95	0	123
+15 mins.	15	0	37	52	0	112	25	137	1	0	0	1	27	115	2	144
+30 mins.	18	1	65	84	0	87	15	102	1	0	1	2	42	131	0	173
+45 mins.	15	0	43	58	0	68	26	94	0	1	0	1	51	104	1	156
Total Volume	62	1	186	249	1	346	97	444	2	1	1	4	148	445	3	596
% App. Total	24.9	0.4	74.7		0.2	77.9	21.8		50	25	25		24.8	74.7	0.5	
PHF	.861	.250	.715	.741	.250	.772	.782	.810	.500	.250	.250	.500	.725	.849	.375	.861

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

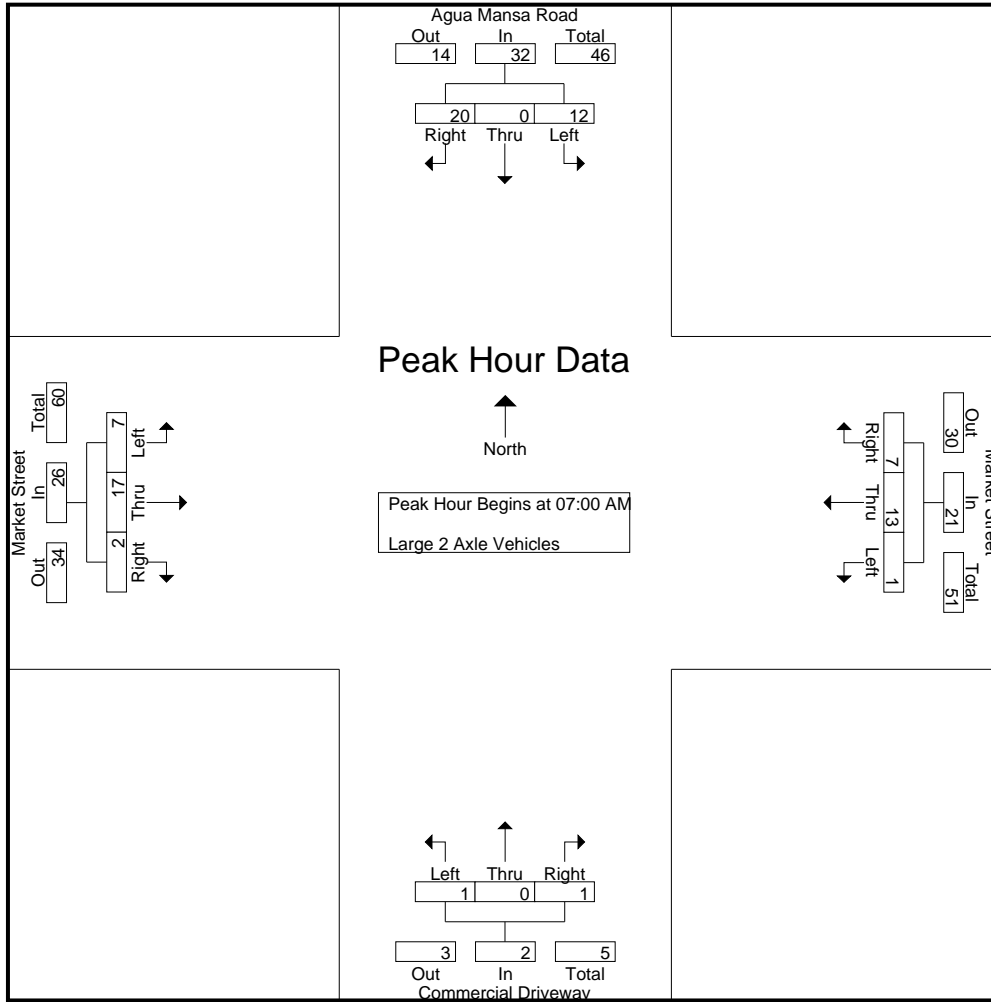
Groups Printed- Large 2 Axle Vehicles

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	0	8	12	0	3	4	7	0	0	0	0	1	1	2	4	23
07:15 AM	4	0	3	7	0	6	0	6	1	0	1	2	0	6	0	6	21
07:30 AM	2	0	4	6	0	2	1	3	0	0	0	0	3	6	0	9	18
07:45 AM	2	0	5	7	1	2	2	5	0	0	0	0	3	4	0	7	19
Total	12	0	20	32	1	13	7	21	1	0	1	2	7	17	2	26	81
08:00 AM	1	0	3	4	0	5	4	9	0	1	0	1	0	2	0	2	16
08:15 AM	1	0	4	5	0	0	7	7	0	0	0	0	1	1	1	3	15
08:30 AM	1	0	6	7	0	2	7	9	0	0	1	1	5	3	0	8	25
08:45 AM	0	0	2	2	0	5	2	7	0	0	0	0	4	5	0	9	18
Total	3	0	15	18	0	12	20	32	0	1	1	2	10	11	1	22	74
Grand Total	15	0	35	50	1	25	27	53	1	1	2	4	17	28	3	48	155
Apprch %	30	0	70		1.9	47.2	50.9		25	25	50		35.4	58.3	6.2		
Total %	9.7	0	22.6	32.3	0.6	16.1	17.4	34.2	0.6	0.6	1.3	2.6	11	18.1	1.9	31	

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	4	0	8	12	0	3	4	7	0	0	0	0	1	1	2	4	23
07:15 AM	4	0	3	7	0	6	0	6	1	0	1	2	0	6	0	6	21
07:30 AM	2	0	4	6	0	2	1	3	0	0	0	0	3	6	0	9	18
07:45 AM	2	0	5	7	1	2	2	5	0	0	0	0	3	4	0	7	19
Total Volume	12	0	20	32	1	13	7	21	1	0	1	2	7	17	2	26	81
% App. Total	37.5	0	62.5		4.8	61.9	33.3		50	0	50		26.9	65.4	7.7		
PHF	.750	.000	.625	.667	.250	.542	.438	.750	.250	.000	.250	.250	.583	.708	.250	.722	.880

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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.	4	0	8	12	0	3	4	7	0	0	0	0	1	1	2	4
+15 mins.	4	0	3	7	0	6	0	6	1	0	1	2	0	6	0	6
+30 mins.	2	0	4	6	0	2	1	3	0	0	0	0	3	6	0	9
+45 mins.	2	0	5	7	1	2	2	5	0	0	0	0	3	4	0	7
Total Volume	12	0	20	32	1	13	7	21	1	0	1	2	7	17	2	26
% App. Total	37.5	0	62.5		4.8	61.9	33.3		50	0	50		26.9	65.4	7.7	
PHF	.750	.000	.625	.667	.250	.542	.438	.750	.250	.000	.250	.250	.583	.708	.250	.722

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

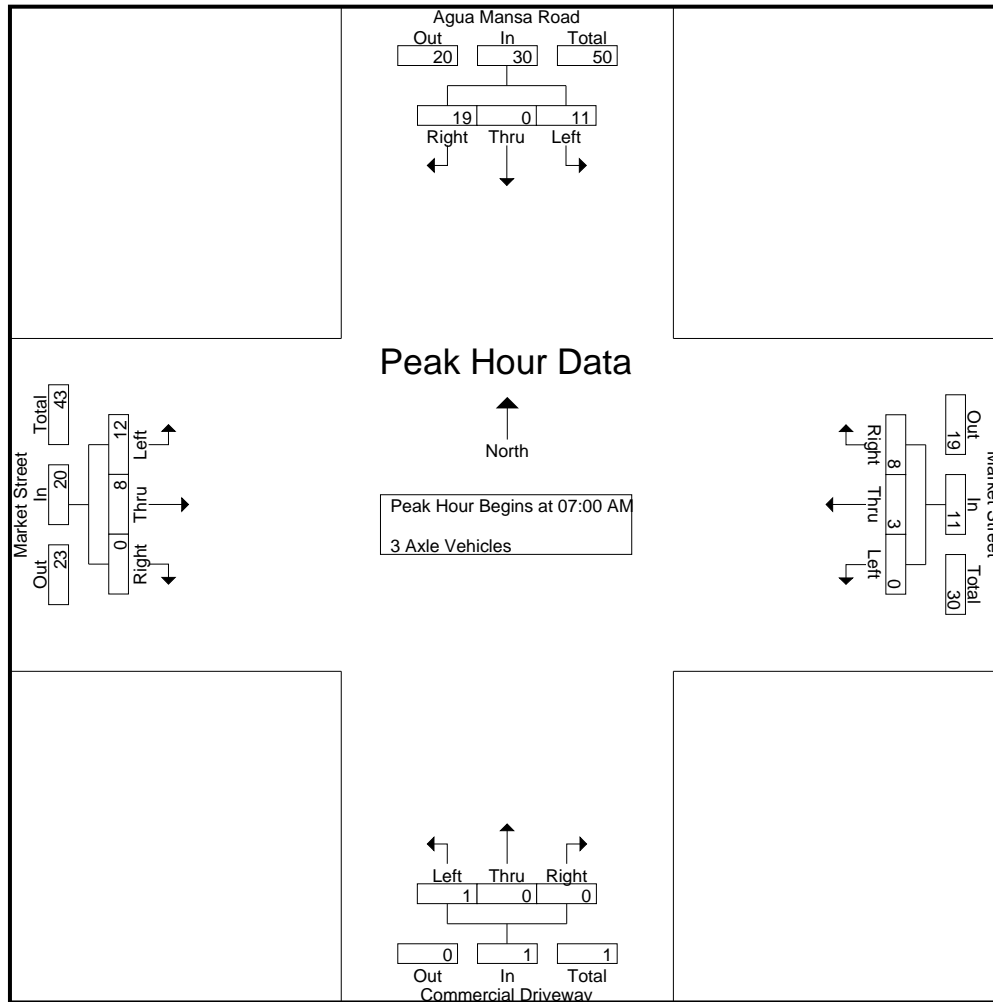
Groups Printed- 3 Axle Vehicles

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	0	4	6	0	0	2	2	1	0	0	1	5	3	0	8	17
07:15 AM	3	0	8	11	0	2	4	6	0	0	0	0	3	2	0	5	22
07:30 AM	2	0	2	4	0	1	1	2	0	0	0	0	3	2	0	5	11
07:45 AM	4	0	5	9	0	0	1	1	0	0	0	0	1	1	0	2	12
Total	11	0	19	30	0	3	8	11	1	0	0	1	12	8	0	20	62
08:00 AM	1	0	1	2	0	7	2	9	0	0	0	0	3	2	1	6	17
08:15 AM	1	0	7	8	0	3	1	4	0	0	0	0	4	0	0	4	16
08:30 AM	3	0	3	6	0	2	3	5	1	0	0	1	3	3	0	6	18
08:45 AM	1	0	6	7	0	4	2	6	0	0	0	0	10	0	0	10	23
Total	6	0	17	23	0	16	8	24	1	0	0	1	20	5	1	26	74
Grand Total	17	0	36	53	0	19	16	35	2	0	0	2	32	13	1	46	136
Apprch %	32.1	0	67.9		0	54.3	45.7		100	0	0		69.6	28.3	2.2		
Total %	12.5	0	26.5	39	0	14	11.8	25.7	1.5	0	0	1.5	23.5	9.6	0.7	33.8	

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	0	4	6	0	0	2	2	1	0	0	1	5	3	0	8	17
07:15 AM	3	0	8	11	0	2	4	6	0	0	0	0	3	2	0	5	22
07:30 AM	2	0	2	4	0	1	1	2	0	0	0	0	3	2	0	5	11
07:45 AM	4	0	5	9	0	0	1	1	0	0	0	0	1	1	0	2	12
Total Volume	11	0	19	30	0	3	8	11	1	0	0	1	12	8	0	20	62
% App. Total	36.7	0	63.3		0	27.3	72.7		100	0	0		60	40	0		
PHF	.688	.000	.594	.682	.000	.375	.500	.458	.250	.000	.000	.250	.600	.667	.000	.625	.705

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	2	0	4	6	0	0	2	2	1	0	0	1	5	3	0	8
+15 mins.	3	0	8	11	0	2	4	6	0	0	0	0	3	2	0	5
+30 mins.	2	0	2	4	0	1	1	2	0	0	0	0	3	2	0	5
+45 mins.	4	0	5	9	0	0	1	1	0	0	0	0	1	1	0	2
Total Volume	11	0	19	30	0	3	8	11	1	0	0	1	12	8	0	20
% App. Total	36.7	0	63.3		0	27.3	72.7		100	0	0		60	40	0	
PHF	.688	.000	.594	.682	.000	.375	.500	.458	.250	.000	.000	.250	.600	.667	.000	.625

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

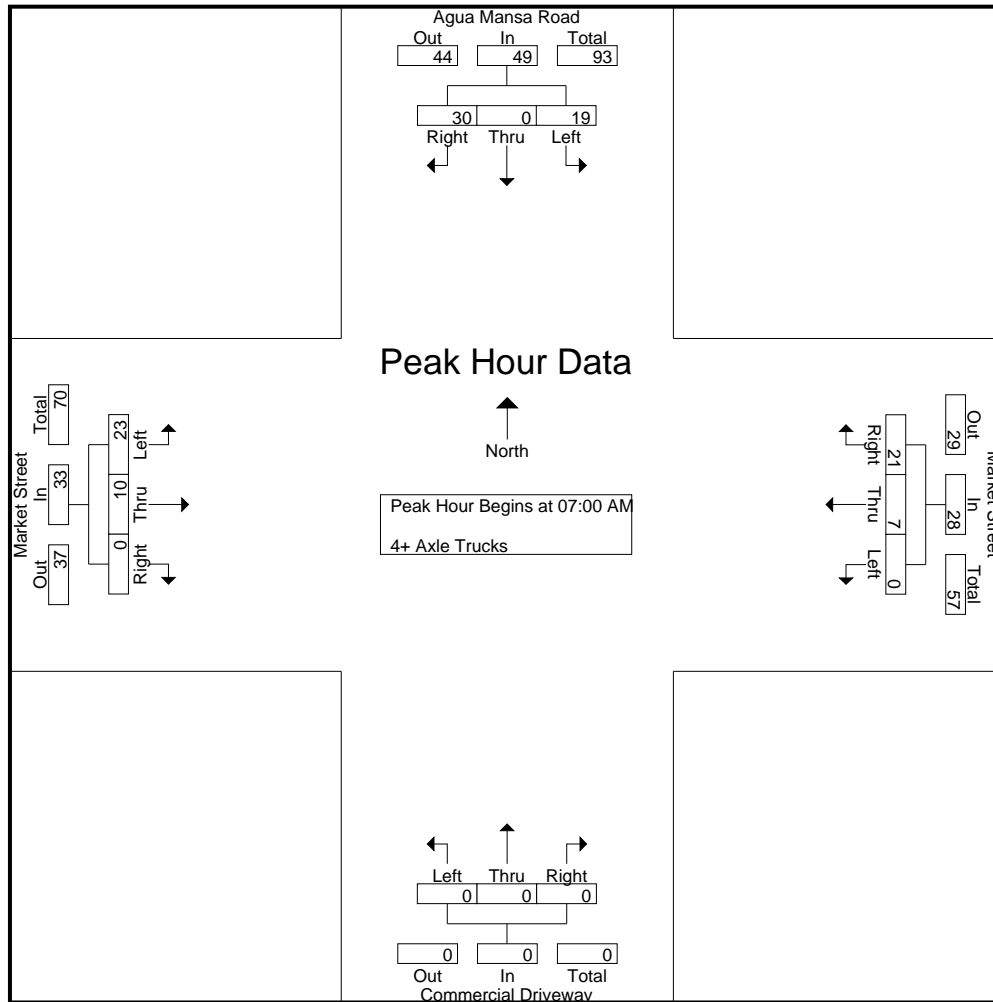
Groups Printed- 4+ Axle Trucks

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	0	5	11	0	2	1	3	0	0	0	0	6	2	0	8	22
07:15 AM	4	0	12	16	0	1	12	13	0	0	0	0	5	3	0	8	37
07:30 AM	5	0	7	12	0	1	4	5	0	0	0	0	4	2	0	6	23
07:45 AM	4	0	6	10	0	3	4	7	0	0	0	0	8	3	0	11	28
Total	19	0	30	49	0	7	21	28	0	0	0	0	23	10	0	33	110
08:00 AM	4	0	8	12	1	3	2	6	0	0	0	0	12	4	0	16	34
08:15 AM	2	1	12	15	0	5	4	9	0	0	0	0	6	3	0	9	33
08:30 AM	2	0	10	12	1	2	11	14	1	1	0	2	8	8	0	16	44
08:45 AM	2	0	8	10	0	2	8	10	0	0	0	0	12	3	0	15	35
Total	10	1	38	49	2	12	25	39	1	1	0	2	38	18	0	56	146
Grand Total	29	1	68	98	2	19	46	67	1	1	0	2	61	28	0	89	256
Apprch %	29.6	1	69.4		3	28.4	68.7		50	50	0		68.5	31.5	0		
Total %	11.3	0.4	26.6	38.3	0.8	7.4	18	26.2	0.4	0.4	0	0.8	23.8	10.9	0	34.8	

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	6	0	5	11	0	2	1	3	0	0	0	0	6	2	0	8	22
07:15 AM	4	0	12	16	0	1	12	13	0	0	0	0	5	3	0	8	37
07:30 AM	5	0	7	12	0	1	4	5	0	0	0	0	4	2	0	6	23
07:45 AM	4	0	6	10	0	3	4	7	0	0	0	0	8	3	0	11	28
Total Volume	19	0	30	49	0	7	21	28	0	0	0	0	23	10	0	33	110
% App. Total	38.8	0	61.2		0	25	75		0	0	0		69.7	30.3	0		
PHF	.792	.000	.625	.766	.000	.583	.438	.538	.000	.000	.000	.000	.719	.833	.000	.750	.743

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	6	0	5	11	0	2	1	3	0	0	0	0	6	2	0	8
+15 mins.	4	0	12	16	0	1	12	13	0	0	0	0	5	3	0	8
+30 mins.	5	0	7	12	0	1	4	5	0	0	0	0	4	2	0	6
+45 mins.	4	0	6	10	0	3	4	7	0	0	0	0	8	3	0	11
Total Volume	19	0	30	49	0	7	21	28	0	0	0	0	23	10	0	33
% App. Total	38.8	0	61.2		0	25	75		0	0	0		69.7	30.3	0	
PHF	.792	.000	.625	.766	.000	.583	.438	.538	.000	.000	.000	.000	.719	.833	.000	.750



City of Jurupa Valley  
 N/S: Agua Mansa Road  
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 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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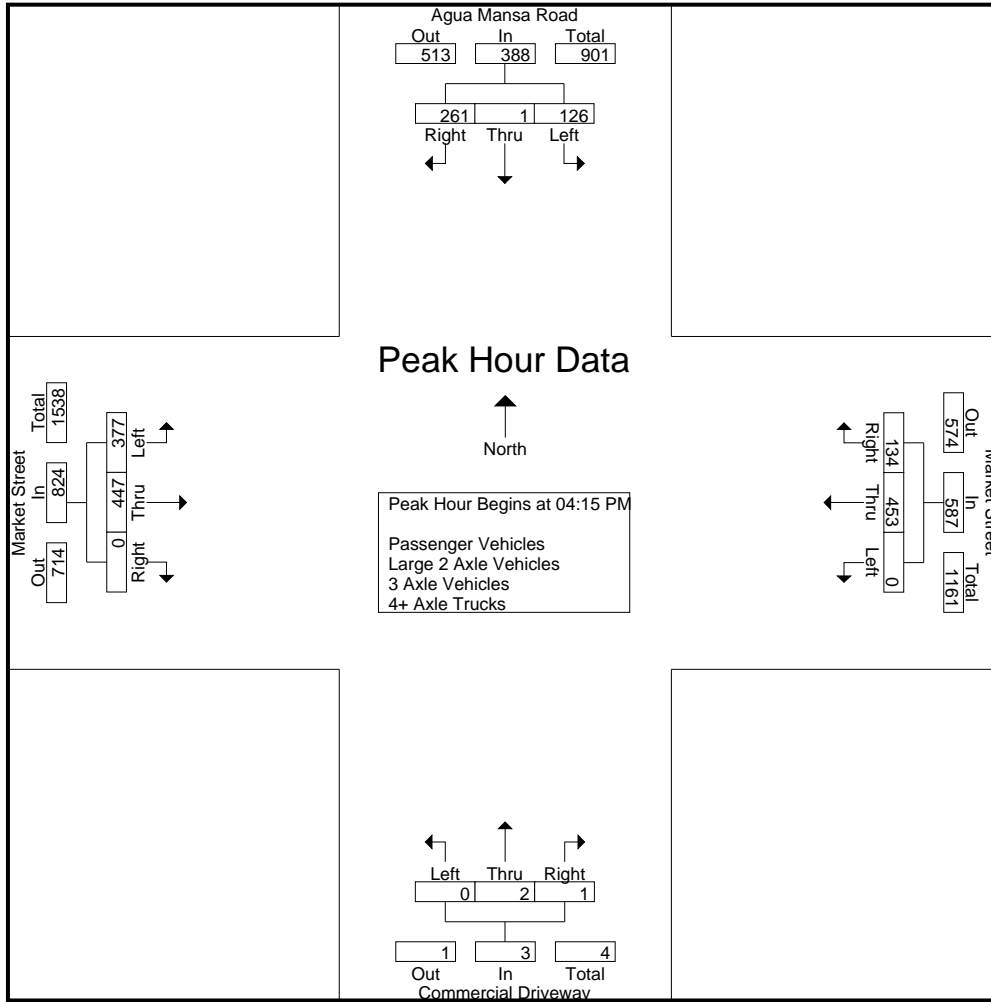
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	26	1	58	85	0	88	30	118	0	0	1	1	101	108	0	209	413
04:15 PM	30	1	58	89	0	122	47	169	0	0	1	1	99	111	0	210	469
04:30 PM	38	0	67	105	0	108	32	140	0	2	0	2	109	115	0	224	471
04:45 PM	28	0	73	101	0	104	26	130	0	0	0	0	81	115	0	196	427
Total	122	2	256	380	0	422	135	557	0	2	2	4	390	449	0	839	1780
05:00 PM	30	0	63	93	0	119	29	148	0	0	0	0	88	106	0	194	435
05:15 PM	22	0	49	71	0	112	24	136	1	1	0	2	120	119	0	239	448
05:30 PM	22	0	63	85	0	117	22	139	1	4	0	5	110	98	2	210	439
05:45 PM	22	0	66	88	0	88	19	107	0	1	0	1	93	92	0	185	381
Total	96	0	241	337	0	436	94	530	2	6	0	8	411	415	2	828	1703
Grand Total	218	2	497	717	0	858	229	1087	2	8	2	12	801	864	2	1667	3483
Apprch %	30.4	0.3	69.3		0	78.9	21.1		16.7	66.7	16.7		48.1	51.8	0.1		
Total %	6.3	0.1	14.3	20.6	0	24.6	6.6	31.2	0.1	0.2	0.1	0.3	23	24.8	0.1	47.9	
Passenger Vehicles	178	2	397	577	0	794	135	929	2	8	2	12	631	826	2	1459	2977
% Passenger Vehicles	81.7	100	79.9	80.5	0	92.5	59	85.5	100	100	100	100	78.8	95.6	100	87.5	85.5
Large 2 Axle Vehicles	6	0	30	36	0	24	22	46	0	0	0	0	37	17	0	54	136
% Large 2 Axle Vehicles	2.8	0	6	5	0	2.8	9.6	4.2	0	0	0	0	4.6	2	0	3.2	3.9
3 Axle Vehicles	26	0	18	44	0	10	45	55	0	0	0	0	51	9	0	60	159
% 3 Axle Vehicles	11.9	0	3.6	6.1	0	1.2	19.7	5.1	0	0	0	0	6.4	1	0	3.6	4.6
4+ Axle Trucks	8	0	52	60	0	30	27	57	0	0	0	0	82	12	0	94	211
% 4+ Axle Trucks	3.7	0	10.5	8.4	0	3.5	11.8	5.2	0	0	0	0	10.2	1.4	0	5.6	6.1

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	30	1	58	89	0	122	47	169	0	0	1	1	99	111	0	210	469
04:30 PM	38	0	67	105	0	108	32	140	0	2	0	2	109	115	0	224	471
04:45 PM	28	0	73	101	0	104	26	130	0	0	0	0	81	115	0	196	427
05:00 PM	30	0	63	93	0	119	29	148	0	0	0	0	88	106	0	194	435
Total Volume	126	1	261	388	0	453	134	587	0	2	1	3	377	447	0	824	1802
% App. Total	32.5	0.3	67.3		0	77.2	22.8		0	66.7	33.3		45.8	54.2	0		
PHF	.829	.250	.894	.924	.000	.928	.713	.868	.000	.250	.250	.375	.865	.972	.000	.920	.956

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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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:

	04:15 PM				04:15 PM				05:00 PM				04:30 PM			
+0 mins.	30	1	58	89	0	<b>122</b>	<b>47</b>	<b>169</b>	0	0	0	0	109	115	0	224
+15 mins.	<b>38</b>	0	67	<b>105</b>	0	108	32	140	<b>1</b>	1	0	2	81	115	0	196
+30 mins.	28	0	<b>73</b>	101	0	104	26	130	<b>1</b>	<b>4</b>	0	<b>5</b>	88	106	0	194
+45 mins.	30	0	63	93	0	119	29	148	0	1	0	1	<b>120</b>	<b>119</b>	0	<b>239</b>
Total Volume	126	1	261	388	0	453	134	587	2	6	0	8	398	455	0	853
% App. Total	32.5	0.3	67.3		0	77.2	22.8		25	75	0		46.7	53.3	0	
PHF	.829	.250	.894	.924	.000	.928	.713	.868	.500	.375	.000	.400	.829	.956	.000	.892

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

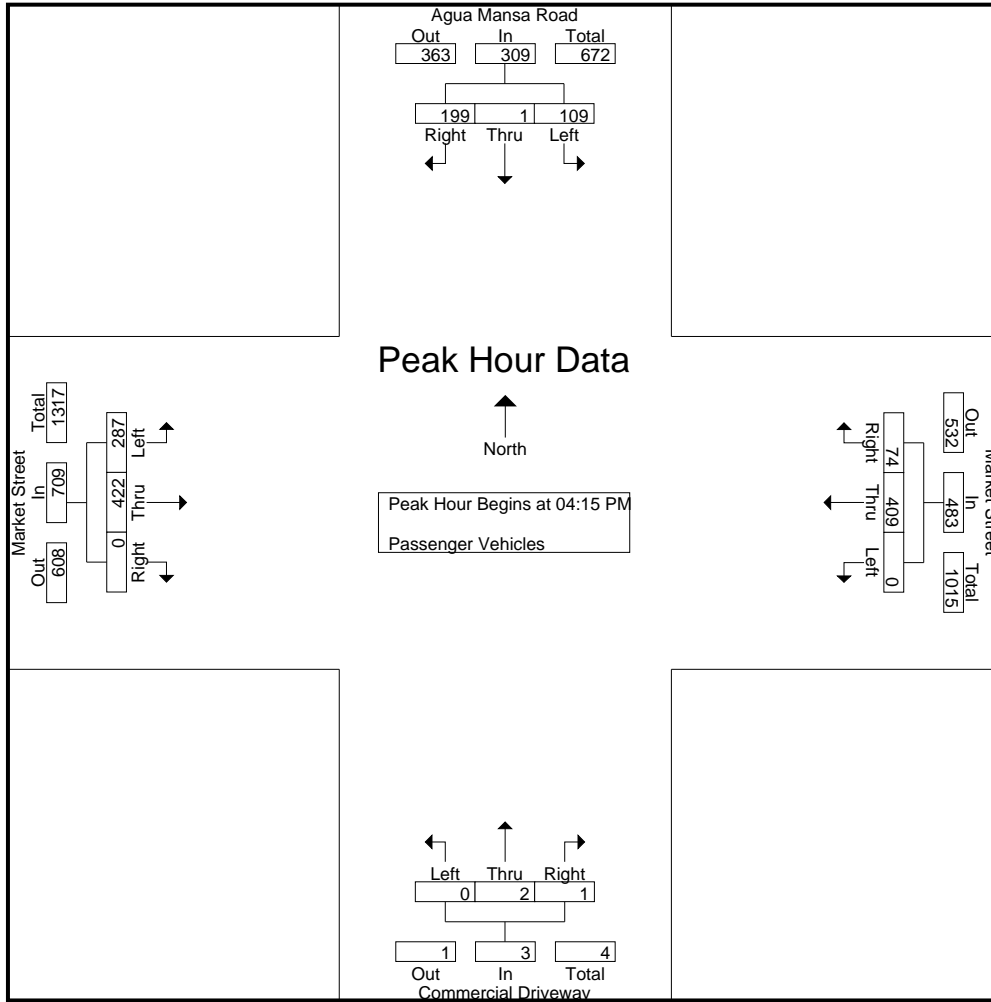
Groups Printed- Passenger Vehicles

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	21	1	47	69	0	81	16	97	0	0	1	1	80	105	0	185	352
04:15 PM	25	1	41	67	0	110	25	135	0	0	1	1	81	105	0	186	389
04:30 PM	32	0	51	83	0	102	18	120	0	2	0	2	85	107	0	192	397
04:45 PM	25	0	57	82	0	93	14	107	0	0	0	0	55	108	0	163	352
Total	103	2	196	301	0	386	73	459	0	2	2	4	301	425	0	726	1490
05:00 PM	27	0	50	77	0	104	17	121	0	0	0	0	66	102	0	168	366
05:15 PM	18	0	41	59	0	109	13	122	1	1	0	2	101	116	0	217	400
05:30 PM	15	0	55	70	0	113	14	127	1	4	0	5	91	94	2	187	389
05:45 PM	15	0	55	70	0	82	18	100	0	1	0	1	72	89	0	161	332
Total	75	0	201	276	0	408	62	470	2	6	0	8	330	401	2	733	1487
Grand Total	178	2	397	577	0	794	135	929	2	8	2	12	631	826	2	1459	2977
Apprch %	30.8	0.3	68.8		0	85.5	14.5		16.7	66.7	16.7		43.2	56.6	0.1		
Total %	6	0.1	13.3	19.4	0	26.7	4.5	31.2	0.1	0.3	0.1	0.4	21.2	27.7	0.1	49	

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	25	1	41	67	0	<b>110</b>	<b>25</b>	<b>135</b>	0	0	<b>1</b>	1	81	105	0	186	389
04:30 PM	<b>32</b>	0	51	<b>83</b>	0	102	18	120	0	<b>2</b>	0	<b>2</b>	<b>85</b>	107	0	<b>192</b>	<b>397</b>
04:45 PM	25	0	<b>57</b>	82	0	93	14	107	0	0	0	0	55	<b>108</b>	0	163	352
05:00 PM	27	0	50	77	0	104	17	121	0	0	0	0	66	102	0	168	366
Total Volume	109	1	199	309	0	409	74	483	0	2	1	3	287	422	0	709	1504
% App. Total	35.3	0.3	64.4		0	84.7	15.3		0	66.7	33.3		40.5	59.5	0		
PHF	.852	.250	.873	.931	.000	.930	.740	.894	.000	.250	.250	.375	.844	.977	.000	.923	.947

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market PM  
 Site Code : 00318765  
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	25	1	41	67	0	110	25	135	0	0	1	1	81	105	0	186
+15 mins.	32	0	51	83	0	102	18	120	0	2	0	2	85	107	0	192
+30 mins.	25	0	57	82	0	93	14	107	0	0	0	0	55	108	0	163
+45 mins.	27	0	50	77	0	104	17	121	0	0	0	0	66	102	0	168
Total Volume	109	1	199	309	0	409	74	483	0	2	1	3	287	422	0	709
% App. Total	35.3	0.3	64.4		0	84.7	15.3		0	66.7	33.3		40.5	59.5	0	
PHF	.852	.250	.873	.931	.000	.930	.740	.894	.000	.250	.250	.375	.844	.977	.000	.923

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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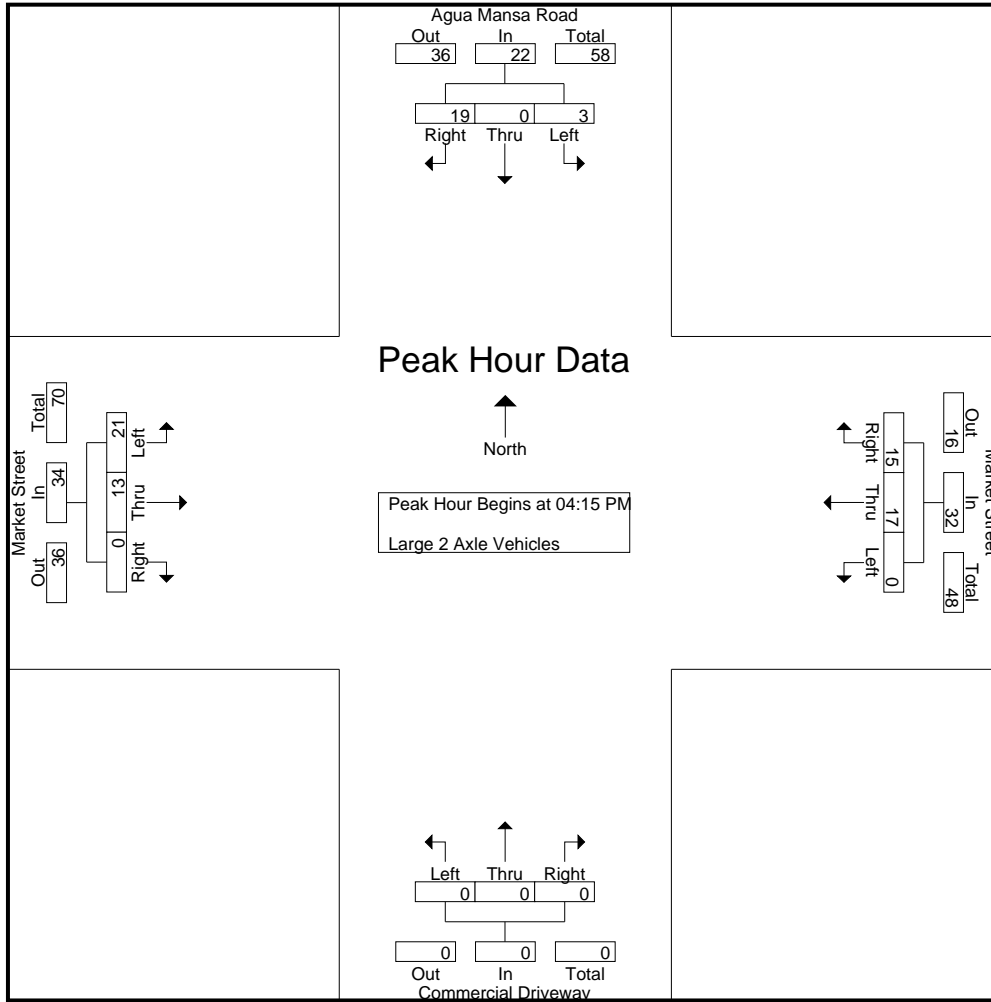
Groups Printed- Large 2 Axle Vehicles

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	2	2	0	1	1	2	0	0	0	0	6	2	0	8	12
04:15 PM	0	0	8	8	0	6	4	10	0	0	0	0	5	3	0	8	26
04:30 PM	1	0	5	6	0	0	4	4	0	0	0	0	3	3	0	6	16
04:45 PM	0	0	1	1	0	4	4	8	0	0	0	0	8	5	0	13	22
Total	1	0	16	17	0	11	13	24	0	0	0	0	22	13	0	35	76
05:00 PM	2	0	5	7	0	7	3	10	0	0	0	0	5	2	0	7	24
05:15 PM	1	0	2	3	0	1	4	5	0	0	0	0	1	0	0	1	9
05:30 PM	0	0	2	2	0	1	1	2	0	0	0	0	5	2	0	7	11
05:45 PM	2	0	5	7	0	4	1	5	0	0	0	0	4	0	0	4	16
Total	5	0	14	19	0	13	9	22	0	0	0	0	15	4	0	19	60
Grand Total	6	0	30	36	0	24	22	46	0	0	0	0	37	17	0	54	136
Apprch %	16.7	0	83.3		0	52.2	47.8		0	0	0		68.5	31.5	0		
Total %	4.4	0	22.1	26.5	0	17.6	16.2	33.8	0	0	0	0	27.2	12.5	0	39.7	

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	8	8	0	6	4	10	0	0	0	0	5	3	0	8	26
04:30 PM	1	0	5	6	0	0	4	4	0	0	0	0	3	3	0	6	16
04:45 PM	0	0	1	1	0	4	4	8	0	0	0	0	8	5	0	13	22
05:00 PM	2	0	5	7	0	7	3	10	0	0	0	0	5	2	0	7	24
Total Volume	3	0	19	22	0	17	15	32	0	0	0	0	21	13	0	34	88
% App. Total	13.6	0	86.4		0	53.1	46.9		0	0	0		61.8	38.2	0		
PHF	.375	.000	.594	.688	.000	.607	.938	.800	.000	.000	.000	.000	.656	.650	.000	.654	.846

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	8	8	0	6	4	10	0	0	0	0	5	3	0	8
+15 mins.	1	0	5	6	0	0	4	4	0	0	0	0	3	3	0	6
+30 mins.	0	0	1	1	0	4	4	8	0	0	0	0	8	5	0	13
+45 mins.	2	0	5	7	0	7	3	10	0	0	0	0	5	2	0	7
Total Volume	3	0	19	22	0	17	15	32	0	0	0	0	21	13	0	34
% App. Total	13.6	0	86.4		0	53.1	46.9		0	0	0		61.8	38.2	0	
PHF	.375	.000	.594	.688	.000	.607	.938	.800	.000	.000	.000	.000	.656	.650	.000	.654

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

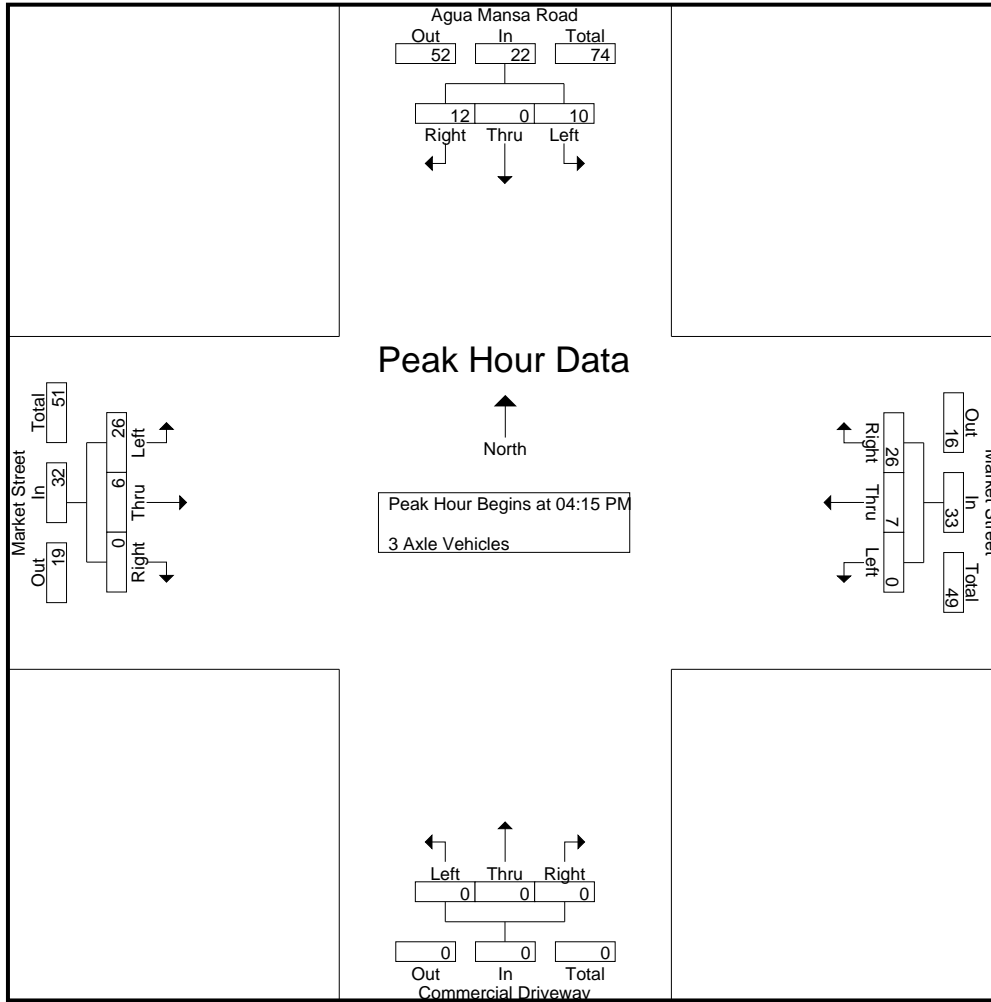
Groups Printed- 3 Axle Vehicles

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	0	1	6	0	0	10	10	0	0	0	0	5	0	0	5	21
04:15 PM	4	0	1	5	0	2	13	15	0	0	0	0	7	2	0	9	29
04:30 PM	4	0	4	8	0	1	4	5	0	0	0	0	9	3	0	12	25
04:45 PM	1	0	4	5	0	2	5	7	0	0	0	0	6	0	0	6	18
Total	14	0	10	24	0	5	32	37	0	0	0	0	27	5	0	32	93
05:00 PM	1	0	3	4	0	2	4	6	0	0	0	0	4	1	0	5	15
05:15 PM	2	0	2	4	0	1	4	5	0	0	0	0	7	1	0	8	17
05:30 PM	5	0	1	6	0	1	5	6	0	0	0	0	5	1	0	6	18
05:45 PM	4	0	2	6	0	1	0	1	0	0	0	0	8	1	0	9	16
Total	12	0	8	20	0	5	13	18	0	0	0	0	24	4	0	28	66
Grand Total	26	0	18	44	0	10	45	55	0	0	0	0	51	9	0	60	159
Apprch %	59.1	0	40.9		0	18.2	81.8		0	0	0		85	15	0		
Total %	16.4	0	11.3	27.7	0	6.3	28.3	34.6	0	0	0	0	32.1	5.7	0	37.7	

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	4	0	1	5	0	2	13	15	0	0	0	0	7	2	0	9	29
04:30 PM	4	0	4	8	0	1	4	5	0	0	0	0	9	3	0	12	25
04:45 PM	1	0	4	5	0	2	5	7	0	0	0	0	6	0	0	6	18
05:00 PM	1	0	3	4	0	2	4	6	0	0	0	0	4	1	0	5	15
Total Volume	10	0	12	22	0	7	26	33	0	0	0	0	26	6	0	32	87
% App. Total	45.5	0	54.5		0	21.2	78.8		0	0	0		81.2	18.8	0		
PHF	.625	.000	.750	.688	.000	.875	.500	.550	.000	.000	.000	.000	.722	.500	.000	.667	.750

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	4	0	1	5	0	2	13	15	0	0	0	0	7	2	0	9
+15 mins.	4	0	4	8	0	1	4	5	0	0	0	0	9	3	0	12
+30 mins.	1	0	4	5	0	2	5	7	0	0	0	0	6	0	0	6
+45 mins.	1	0	3	4	0	2	4	6	0	0	0	0	4	1	0	5
Total Volume	10	0	12	22	0	7	26	33	0	0	0	0	26	6	0	32
% App. Total	45.5	0	54.5		0	21.2	78.8		0	0	0		81.2	18.8	0	
PHF	.625	.000	.750	.688	.000	.875	.500	.550	.000	.000	.000	.000	.722	.500	.000	.667



City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

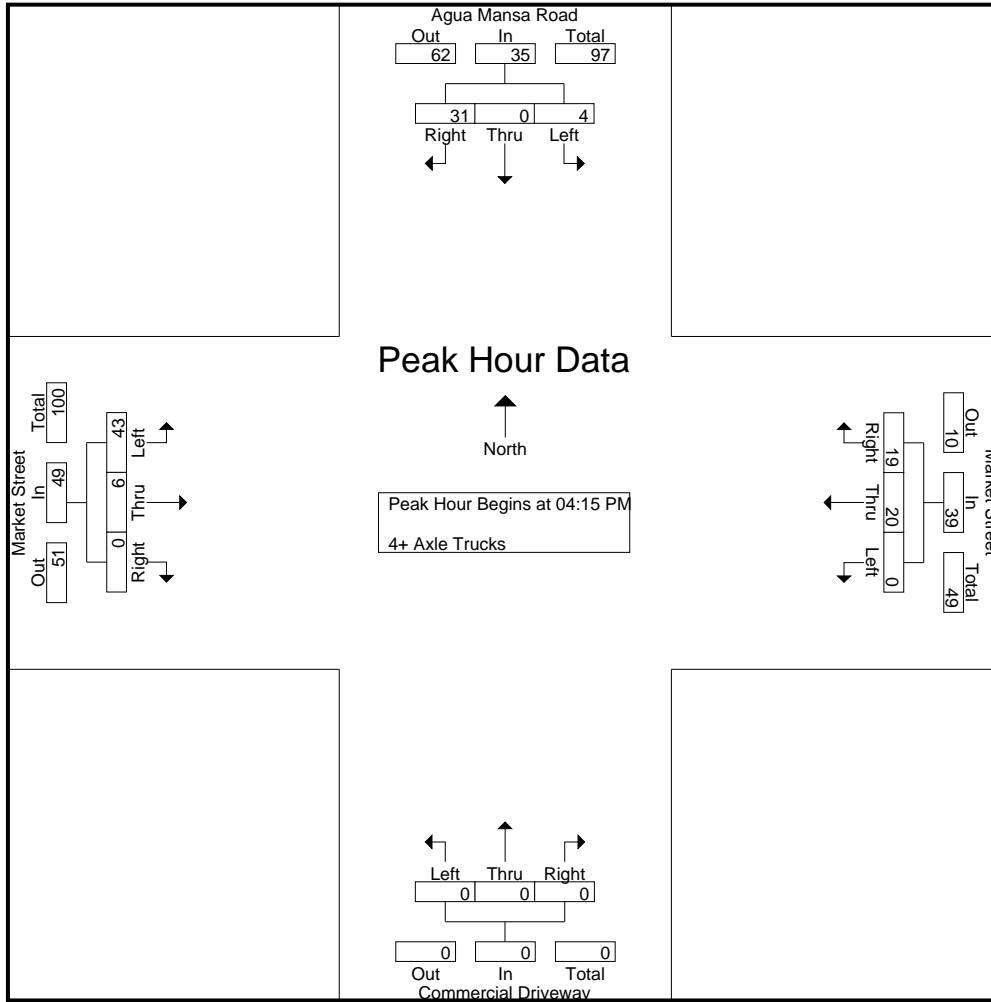
Groups Printed- 4+ Axle Trucks

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	8	8	0	6	3	9	0	0	0	0	10	1	0	11	28
04:15 PM	1	0	8	9	0	4	5	9	0	0	0	0	6	1	0	7	25
04:30 PM	1	0	7	8	0	5	6	11	0	0	0	0	12	2	0	14	33
04:45 PM	2	0	11	13	0	5	3	8	0	0	0	0	12	2	0	14	35
Total	4	0	34	38	0	20	17	37	0	0	0	0	40	6	0	46	121
05:00 PM	0	0	5	5	0	6	5	11	0	0	0	0	13	1	0	14	30
05:15 PM	1	0	4	5	0	1	3	4	0	0	0	0	11	2	0	13	22
05:30 PM	2	0	5	7	0	2	2	4	0	0	0	0	9	1	0	10	21
05:45 PM	1	0	4	5	0	1	0	1	0	0	0	0	9	2	0	11	17
Total	4	0	18	22	0	10	10	20	0	0	0	0	42	6	0	48	90
Grand Total	8	0	52	60	0	30	27	57	0	0	0	0	82	12	0	94	211
Apprch %	13.3	0	86.7		0	52.6	47.4		0	0	0		87.2	12.8	0		
Total %	3.8	0	24.6	28.4	0	14.2	12.8	27	0	0	0	0	38.9	5.7	0	44.5	

Start Time	Agua Mansa Road Southbound				Market Street Westbound				Commercial Driveway Northbound				Market Street Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	1	0	8	9	0	4	5	9	0	0	0	0	6	1	0	7	25
04:30 PM	1	0	7	8	0	5	6	11	0	0	0	0	12	2	0	14	33
04:45 PM	2	0	11	13	0	5	3	8	0	0	0	0	12	2	0	14	35
05:00 PM	0	0	5	5	0	6	5	11	0	0	0	0	13	1	0	14	30
Total Volume	4	0	31	35	0	20	19	39	0	0	0	0	43	6	0	49	123
% App. Total	11.4	0	88.6		0	51.3	48.7		0	0	0		87.8	12.2	0		
PHF	.500	.000	.705	.673	.000	.833	.792	.886	.000	.000	.000	.000	.827	.750	.000	.875	.879

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Market Street  
 Weather: Clear

File Name : 06\_JVY\_Agua Mansa\_Market PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	1	0	8	9	0	4	5	9	0	0	0	0	6	1	0	7
+15 mins.	1	0	7	8	0	5	6	11	0	0	0	0	12	2	0	14
+30 mins.	2	0	11	13	0	5	3	8	0	0	0	0	12	2	0	14
+45 mins.	0	0	5	5	0	6	5	11	0	0	0	0	13	1	0	14
Total Volume	4	0	31	35	0	20	19	39	0	0	0	0	43	6	0	49
% App. Total	11.4	0	88.6		0	51.3	48.7		0	0	0		87.8	12.2	0	
PHF	.500	.000	.705	.673	.000	.833	.792	.886	.000	.000	.000	.000	.827	.750	.000	.875

City of Jurupa Valley  
 N/S: 24th Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 07\_JVY\_24th\_Via Cerro AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Via Cerro Westbound			24th Street Northbound			24th Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	4	3	7	0	2	2	29	0	29	38
07:15 AM	5	3	8	0	6	6	27	0	27	41
07:30 AM	3	4	7	1	3	4	49	1	50	61
07:45 AM	5	7	12	0	2	2	32	0	32	46
Total	17	17	34	1	13	14	137	1	138	186
08:00 AM	6	4	10	1	5	6	22	2	24	40
08:15 AM	4	5	9	0	6	6	49	0	49	64
08:30 AM	7	8	15	0	4	4	54	1	55	74
08:45 AM	5	8	13	1	3	4	36	0	36	53
Total	22	25	47	2	18	20	161	3	164	231
Grand Total	39	42	81	3	31	34	298	4	302	417
Apprch %	48.1	51.9		8.8	91.2		98.7	1.3		
Total %	9.4	10.1	19.4	0.7	7.4	8.2	71.5	1	72.4	

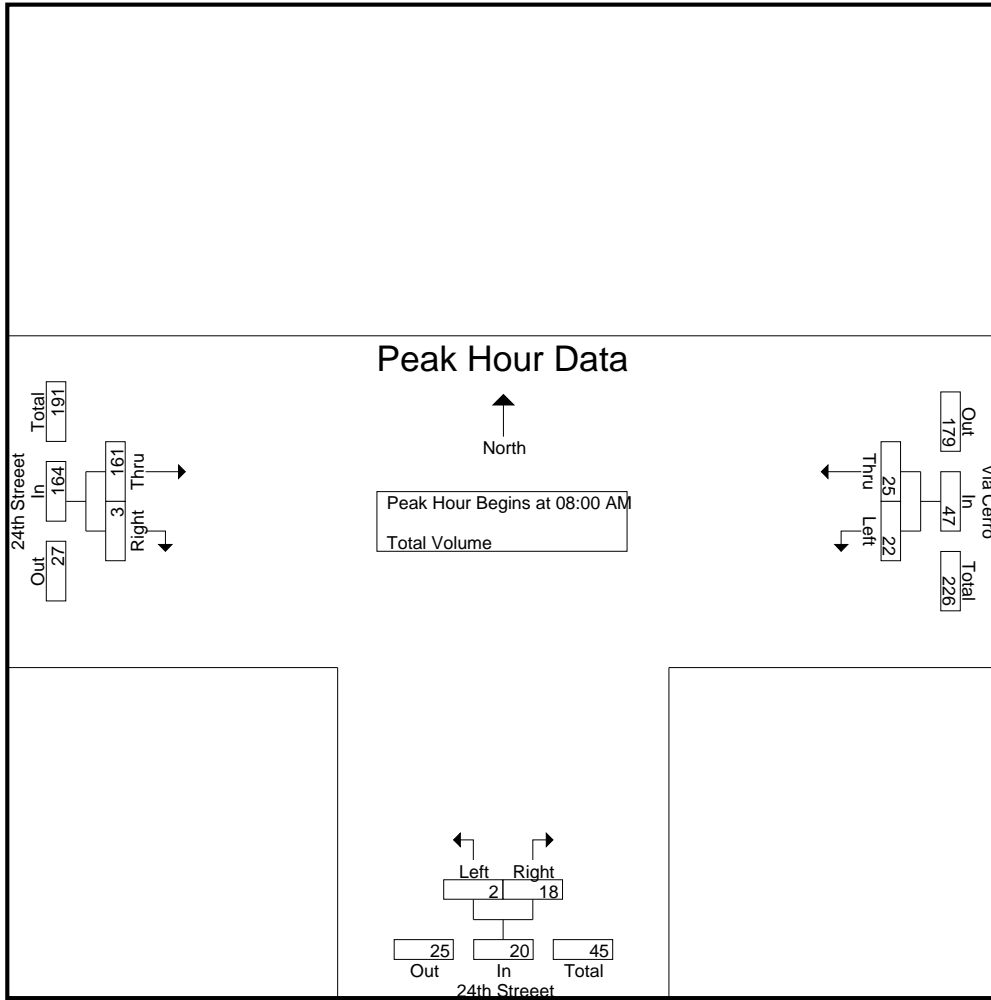
Start Time	Via Cerro Westbound			24th Street Northbound			24th Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
08:00 AM	6	4	10	1	5	6	22	2	24	40
08:15 AM	4	5	9	0	6	6	49	0	49	64
08:30 AM	7	8	15	0	4	4	54	1	55	74
08:45 AM	5	8	13	1	3	4	36	0	36	53
Total Volume	22	25	47	2	18	20	161	3	164	231
% App. Total	46.8	53.2		10	90		98.2	1.8		
PHF	.786	.781	.783	.500	.750	.833	.745	.375	.745	.780

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00 AM

City of Jurupa Valley  
 N/S: 24th Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 07\_JVY\_24th\_Via Cerro AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



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

	08:00 AM			08:00 AM			08:00 AM		
+0 mins.	6	4	10	1	5	6	22	2	24
+15 mins.	4	5	9	0	6	6	49	0	49
+30 mins.	7	8	15	0	4	4	54	1	55
+45 mins.	5	8	13	1	3	4	36	0	36
Total Volume	22	25	47	2	18	20	161	3	164
% App. Total	46.8	53.2		10	90		98.2	1.8	
PHF	.786	.781	.783	.500	.750	.833	.745	.375	.745

City of Jurupa Valley  
 N/S: 24th Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 07\_JVY\_24th\_Via Cerro PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Via Cerro Westbound			24th Street Northbound			24th Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	28	28	0	1	1	46	2	48	77
04:15 PM	0	11	11	0	2	2	55	2	57	70
04:30 PM	4	13	17	0	4	4	39	0	39	60
04:45 PM	1	18	19	0	2	2	51	0	51	72
Total	5	70	75	0	9	9	191	4	195	279
05:00 PM	4	7	11	0	7	7	42	1	43	61
05:15 PM	2	15	17	1	3	4	52	2	54	75
05:30 PM	4	7	11	0	0	0	63	2	65	76
05:45 PM	4	9	13	0	7	7	44	0	44	64
Total	14	38	52	1	17	18	201	5	206	276
Grand Total	19	108	127	1	26	27	392	9	401	555
Apprch %	15	85		3.7	96.3		97.8	2.2		
Total %	3.4	19.5	22.9	0.2	4.7	4.9	70.6	1.6	72.3	

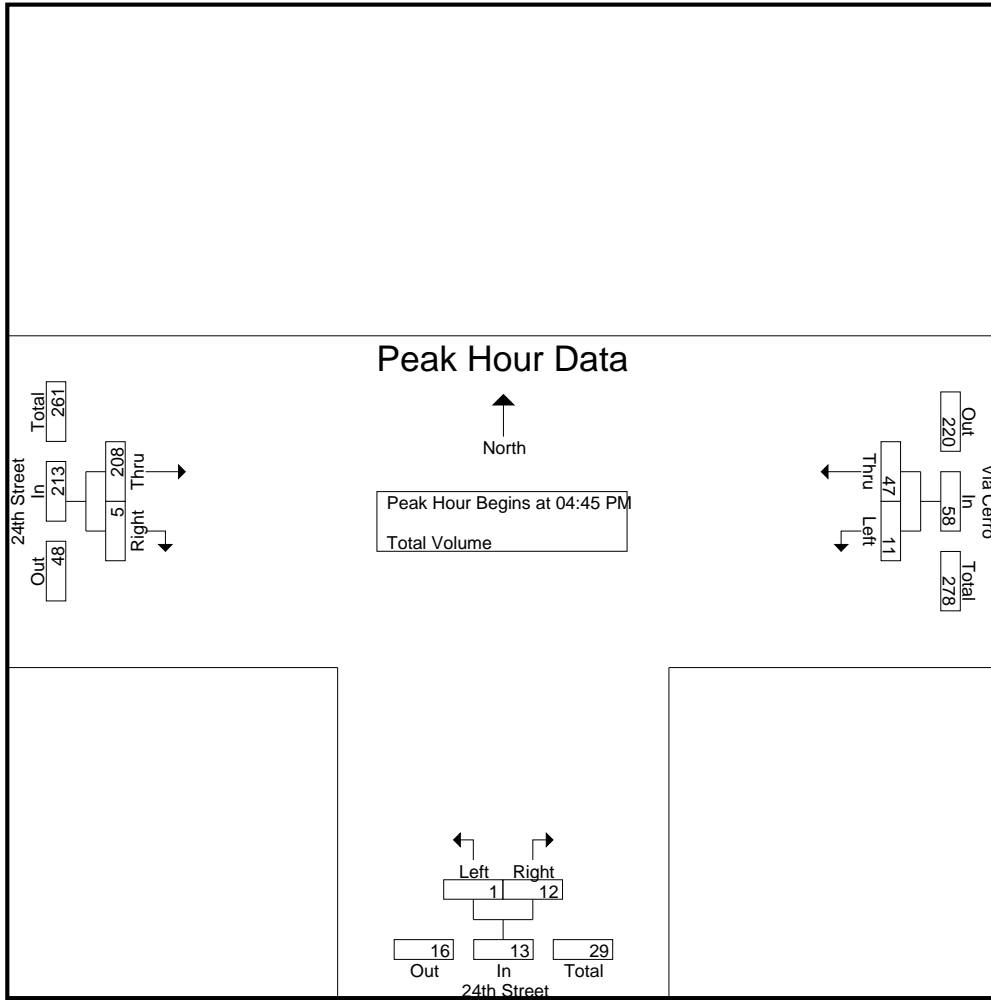
Start Time	Via Cerro Westbound			24th Street Northbound			24th Street Eastbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:45 PM	1	18	19	0	2	2	51	0	51	72
05:00 PM	4	7	11	0	7	7	42	1	43	61
05:15 PM	2	15	17	1	3	4	52	2	54	75
05:30 PM	4	7	11	0	0	0	63	2	65	76
Total Volume	11	47	58	1	12	13	208	5	213	284
% App. Total	19	81		7.7	92.3		97.7	2.3		
PHF	.688	.653	.763	.250	.429	.464	.825	.625	.819	.934

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

City of Jurupa Valley  
 N/S: 24th Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 07\_JVY\_24th\_Via Cerro PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



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

	04:00 PM			05:00 PM			04:45 PM		
+0 mins.	0	<b>28</b>	<b>28</b>	0	<b>7</b>	<b>7</b>	51	0	51
+15 mins.	0	11	11	1	3	4	42	1	43
+30 mins.	<b>4</b>	13	17	0	0	0	52	<b>2</b>	54
+45 mins.	1	18	19	0	7	7	<b>63</b>	2	<b>65</b>
Total Volume	5	70	75	1	17	18	208	5	213
% App. Total	6.7	93.3		5.6	94.4		97.7	2.3	
PHF	.313	.625	.670	.250	.607	.643	.825	.625	.819

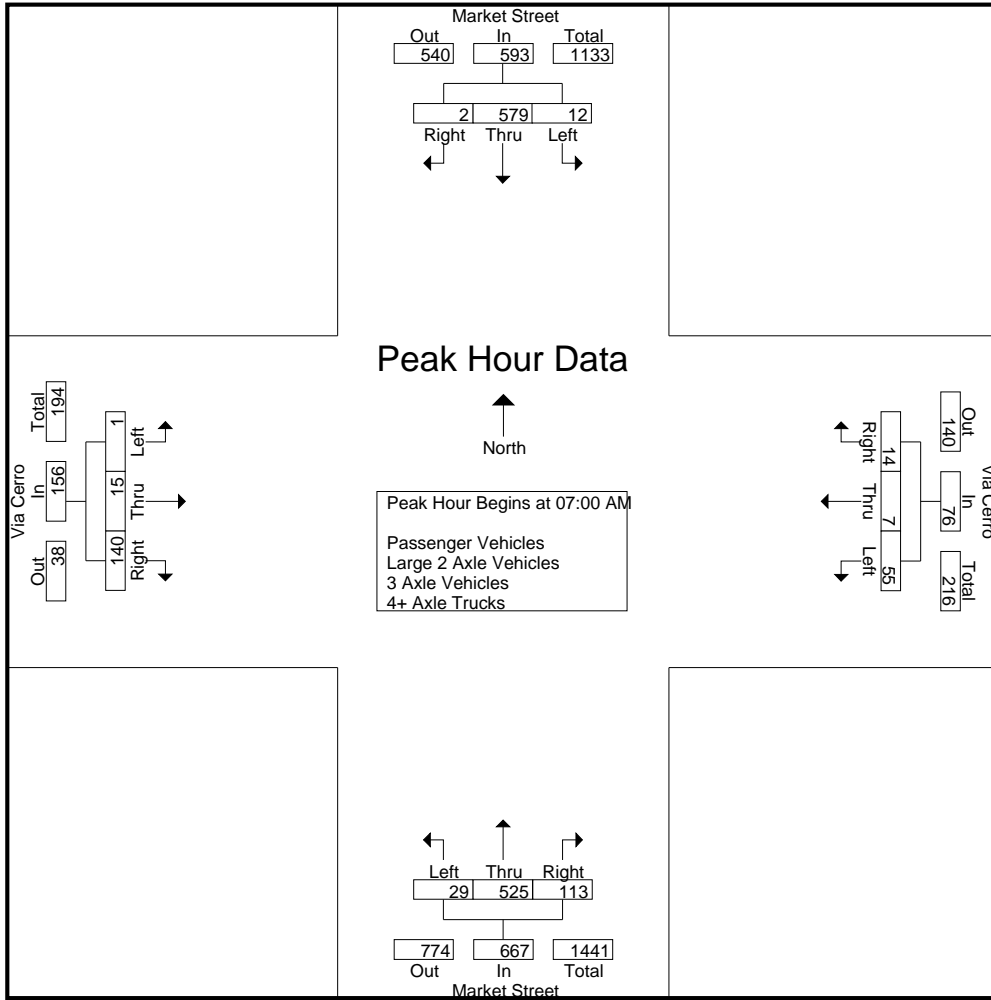
City of Jurupa Valley  
 N/S: Market Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 08\_JVY\_Market\_Via Cerro AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

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

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	143	0	148	13	4	4	21	8	143	30	181	0	3	31	34	384
07:15 AM	3	153	1	157	13	0	4	17	6	156	22	184	0	4	28	32	390
07:30 AM	0	150	1	151	20	2	1	23	6	104	27	137	0	4	52	56	367
07:45 AM	4	133	0	137	9	1	5	15	9	122	34	165	1	4	29	34	351
<b>Total</b>	<b>12</b>	<b>579</b>	<b>2</b>	<b>593</b>	<b>55</b>	<b>7</b>	<b>14</b>	<b>76</b>	<b>29</b>	<b>525</b>	<b>113</b>	<b>667</b>	<b>1</b>	<b>15</b>	<b>140</b>	<b>156</b>	<b>1492</b>
08:00 AM	1	99	0	100	9	2	0	11	3	120	23	146	0	5	18	23	280
08:15 AM	6	103	2	111	8	4	3	15	10	107	20	137	3	7	50	60	323
08:30 AM	5	115	2	122	15	1	3	19	10	102	20	132	0	7	47	54	327
08:45 AM	2	114	1	117	20	4	5	29	9	96	25	130	1	6	38	45	321
<b>Total</b>	<b>14</b>	<b>431</b>	<b>5</b>	<b>450</b>	<b>52</b>	<b>11</b>	<b>11</b>	<b>74</b>	<b>32</b>	<b>425</b>	<b>88</b>	<b>545</b>	<b>4</b>	<b>25</b>	<b>153</b>	<b>182</b>	<b>1251</b>
<b>Grand Total</b>	<b>26</b>	<b>1010</b>	<b>7</b>	<b>1043</b>	<b>107</b>	<b>18</b>	<b>25</b>	<b>150</b>	<b>61</b>	<b>950</b>	<b>201</b>	<b>1212</b>	<b>5</b>	<b>40</b>	<b>293</b>	<b>338</b>	<b>2743</b>
Apprch %	2.5	96.8	0.7		71.3	12	16.7		5	78.4	16.6		1.5	11.8	86.7		
Total %	0.9	36.8	0.3	38	3.9	0.7	0.9	5.5	2.2	34.6	7.3	44.2	0.2	1.5	10.7	12.3	
Passenger Vehicles	12	882	4	898	48	12	11	71	53	785	161	999	3	22	269	294	2262
% Passenger Vehicles	46.2	87.3	57.1	86.1	44.9	66.7	44	47.3	86.9	82.6	80.1	82.4	60	55	91.8	87	82.5
Large 2 Axle Vehicles	0	54	3	57	16	1	3	20	6	63	11	80	2	7	18	27	184
% Large 2 Axle Vehicles	0	5.3	42.9	5.5	15	5.6	12	13.3	9.8	6.6	5.5	6.6	40	17.5	6.1	8	6.7
3 Axle Vehicles	2	31	0	33	4	1	2	7	0	38	5	43	0	1	0	1	84
% 3 Axle Vehicles	7.7	3.1	0	3.2	3.7	5.6	8	4.7	0	4	2.5	3.5	0	2.5	0	0.3	3.1
4+ Axle Trucks	12	43	0	55	39	4	9	52	2	64	24	90	0	10	6	16	213
% 4+ Axle Trucks	46.2	4.3	0	5.3	36.4	22.2	36	34.7	3.3	6.7	11.9	7.4	0	25	2	4.7	7.8

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	5	143	0	148	13	4	4	21	8	143	30	181	0	3	31	34	384
07:15 AM	3	153	1	157	13	0	4	17	6	156	22	184	0	4	28	32	390
07:30 AM	0	150	1	151	20	2	1	23	6	104	27	137	0	4	52	56	367
07:45 AM	4	133	0	137	9	1	5	15	9	122	34	165	1	4	29	34	351
Total Volume	12	579	2	593	55	7	14	76	29	525	113	667	1	15	140	156	1492
% App. Total	2	97.6	0.3		72.4	9.2	18.4		4.3	78.7	16.9		0.6	9.6	89.7		
PHF	.600	.946	.500	.944	.688	.438	.700	.826	.806	.841	.831	.906	.250	.938	.673	.696	.956



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				08:00 AM			
+0 mins.	5	143	0	148	13	4	4	21	8	143	30	181	0	5	18	23
+15 mins.	3	153	1	157	13	0	4	17	6	156	22	184	3	7	50	60
+30 mins.	0	150	1	151	20	2	1	23	6	104	27	137	0	7	47	54
+45 mins.	4	133	0	137	9	1	5	15	9	122	34	165	1	6	38	45
Total Volume	12	579	2	593	55	7	14	76	29	525	113	667	4	25	153	182
% App. Total	2	97.6	0.3		72.4	9.2	18.4		4.3	78.7	16.9		2.2	13.7	84.1	
PHF	.600	.946	.500	.944	.688	.438	.700	.826	.806	.841	.831	.906	.333	.893	.765	.758



City of Jurupa Valley  
 N/S: Market Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 08\_JVY\_Market\_Via Cerro AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

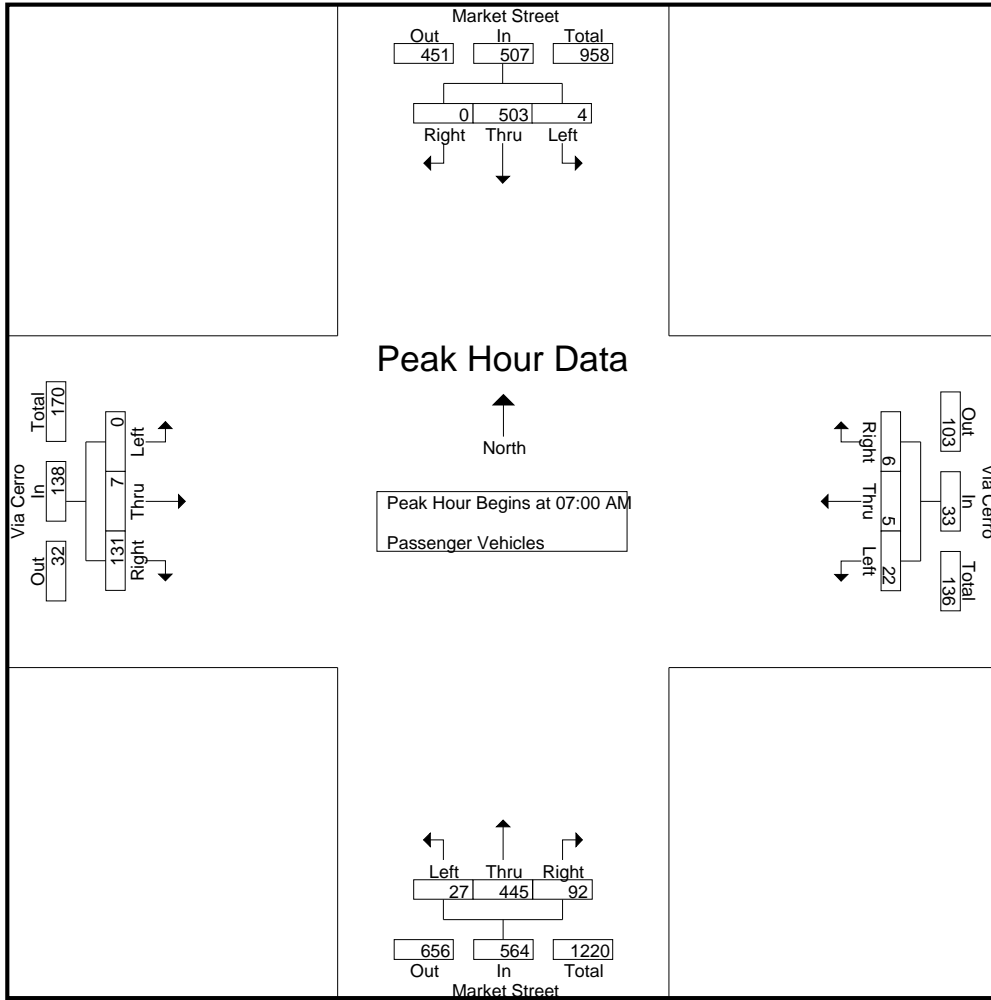
Groups Printed- Passenger Vehicles

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	120	0	121	8	4	2	14	8	123	25	156	0	1	30	31	322
07:15 AM	1	138	0	139	6	0	1	7	5	130	17	152	0	2	24	26	324
07:30 AM	0	132	0	132	6	1	0	7	5	93	23	121	0	2	50	52	312
07:45 AM	2	113	0	115	2	0	3	5	9	99	27	135	0	2	27	29	284
Total	4	503	0	507	22	5	6	33	27	445	92	564	0	7	131	138	1242
08:00 AM	1	87	0	88	6	2	0	8	2	103	19	124	0	2	18	20	240
08:15 AM	4	93	2	99	3	2	2	7	9	86	17	112	3	5	46	54	272
08:30 AM	2	101	1	104	8	0	2	10	7	75	12	94	0	4	41	45	253
08:45 AM	1	98	1	100	9	3	1	13	8	76	21	105	0	4	33	37	255
Total	8	379	4	391	26	7	5	38	26	340	69	435	3	15	138	156	1020
Grand Total	12	882	4	898	48	12	11	71	53	785	161	999	3	22	269	294	2262
Apprch %	1.3	98.2	0.4		67.6	16.9	15.5		5.3	78.6	16.1		1	7.5	91.5		
Total %	0.5	39	0.2	39.7	2.1	0.5	0.5	3.1	2.3	34.7	7.1	44.2	0.1	1	11.9	13	

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	120	0	121	<b>8</b>	<b>4</b>	<b>2</b>	<b>14</b>	8	123	25	<b>156</b>	0	1	30	31	322
07:15 AM	1	<b>138</b>	0	<b>139</b>	6	0	1	7	5	<b>130</b>	17	152	0	<b>2</b>	24	26	<b>324</b>
07:30 AM	0	132	0	132	6	1	0	7	5	93	23	121	0	2	<b>50</b>	<b>52</b>	312
07:45 AM	<b>2</b>	113	0	115	2	0	<b>3</b>	5	<b>9</b>	99	<b>27</b>	135	0	2	27	29	284
Total Volume	4	503	0	507	22	5	6	33	27	445	92	564	0	7	131	138	1242
% App. Total	0.8	99.2	0		66.7	15.2	18.2		4.8	78.9	16.3		0	5.1	94.9		
PHF	.500	.911	.000	.912	.688	.313	.500	.589	.750	.856	.852	.904	.000	.875	.655	.663	.958

City of Jurupa Valley  
 N/S: Market Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 08\_JVY\_Market\_Via Cerro AM  
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM							
+0 mins.	1	120	0	121	<b>8</b>	<b>4</b>	2	<b>14</b>	8	123	25	<b>156</b>	0	1	30	31
+15 mins.	1	<b>138</b>	0	<b>139</b>	6	0	1	7	5	<b>130</b>	17	152	0	<b>2</b>	24	26
+30 mins.	0	132	0	132	6	1	0	7	5	93	23	121	0	2	<b>50</b>	<b>52</b>
+45 mins.	<b>2</b>	113	0	115	2	0	<b>3</b>	5	<b>9</b>	99	<b>27</b>	135	0	2	27	29
Total Volume	4	503	0	507	22	5	6	33	27	445	92	564	0	7	131	138
% App. Total	0.8	99.2	0		66.7	15.2	18.2		4.8	78.9	16.3		0	5.1	94.9	
PHF	.500	.911	.000	.912	.688	.313	.500	.589	.750	.856	.852	.904	.000	.875	.655	.663

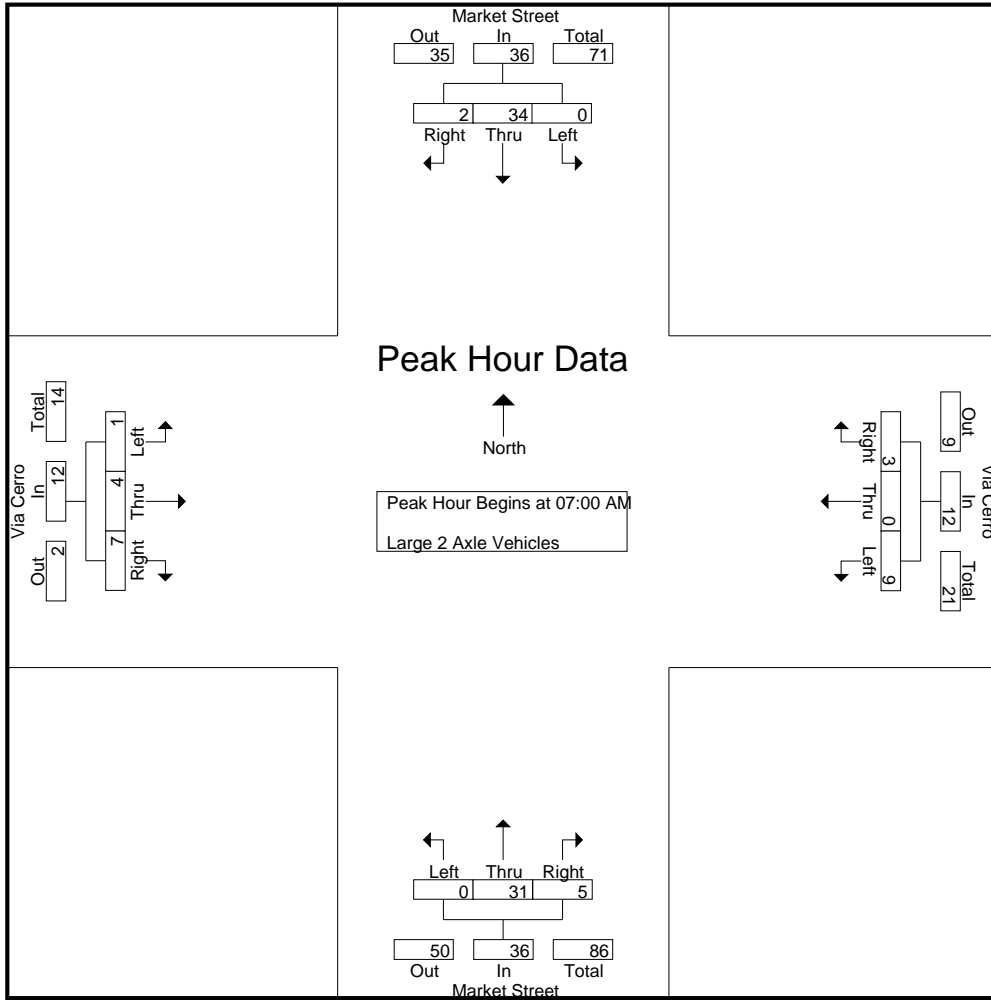
City of Jurupa Valley  
 N/S: Market Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 08\_JVY\_Market\_Via Cerro AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	9	0	9	0	0	1	1	0	11	1	12	0	1	1	2	24
07:15 AM	0	9	1	10	1	0	1	2	0	7	2	9	0	2	3	5	26
07:30 AM	0	6	1	7	5	0	1	6	0	4	1	5	0	1	1	2	20
07:45 AM	0	10	0	10	3	0	0	3	0	9	1	10	1	0	2	3	26
Total	0	34	2	36	9	0	3	12	0	31	5	36	1	4	7	12	96
08:00 AM	0	3	0	3	1	0	0	1	1	6	1	8	0	1	0	1	13
08:15 AM	0	3	0	3	0	1	0	1	1	10	1	12	0	0	4	4	20
08:30 AM	0	5	1	6	2	0	0	2	3	9	2	14	0	1	4	5	27
08:45 AM	0	9	0	9	4	0	0	4	1	7	2	10	1	1	3	5	28
Total	0	20	1	21	7	1	0	8	6	32	6	44	1	3	11	15	88
Grand Total	0	54	3	57	16	1	3	20	6	63	11	80	2	7	18	27	184
Apprch %	0	94.7	5.3		80	5	15		7.5	78.8	13.8		7.4	25.9	66.7		
Total %	0	29.3	1.6	31	8.7	0.5	1.6	10.9	3.3	34.2	6	43.5	1.1	3.8	9.8	14.7	

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	9	0	9	0	0	1	1	0	11	1	12	0	1	1	2	24
07:15 AM	0	9	1	10	1	0	1	2	0	7	2	9	0	2	3	5	26
07:30 AM	0	6	1	7	5	0	1	6	0	4	1	5	0	1	1	2	20
07:45 AM	0	10	0	10	3	0	0	3	0	9	1	10	1	0	2	3	26
Total Volume	0	34	2	36	9	0	3	12	0	31	5	36	1	4	7	12	96
% App. Total	0	94.4	5.6		75	0	25		0	86.1	13.9		8.3	33.3	58.3		
PHF	.000	.850	.500	.900	.450	.000	.750	.500	.000	.705	.625	.750	.250	.500	.583	.600	.923



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	9	0	9	0	0	1	1	0	11	1	12	0	1	1	2
+15 mins.	0	9	1	10	1	0	1	2	0	7	2	9	0	2	3	5
+30 mins.	0	6	1	7	5	0	1	6	0	4	1	5	0	1	1	2
+45 mins.	0	10	0	10	3	0	0	3	0	9	1	10	1	0	2	3
Total Volume	0	34	2	36	9	0	3	12	0	31	5	36	1	4	7	12
% App. Total	0	94.4	5.6		75	0	25		0	86.1	13.9		8.3	33.3	58.3	
PHF	.000	.850	.500	.900	.450	.000	.750	.500	.000	.705	.625	.750	.250	.500	.583	.600

City of Jurupa Valley  
 N/S: Market Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 08\_JVY\_Market\_Via Cerro AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

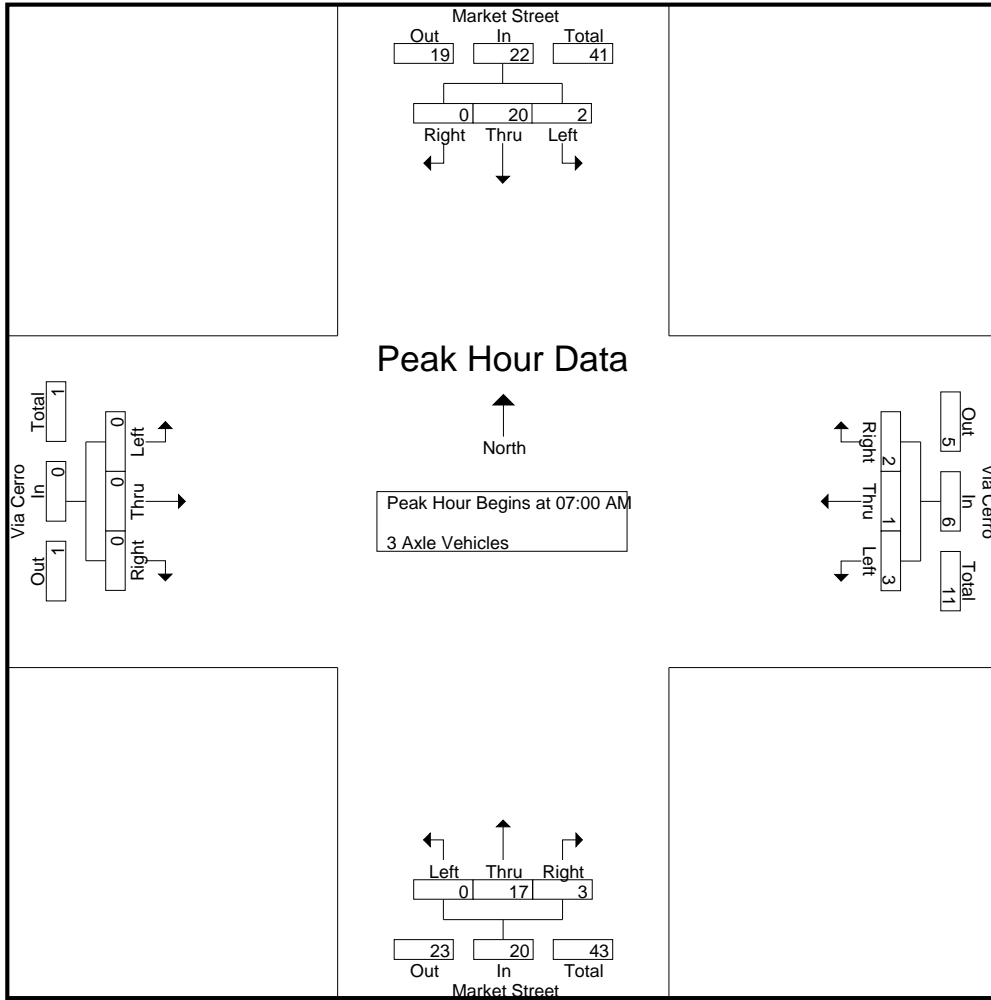
Groups Printed- 3 Axle Vehicles

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	5	0	7	0	0	0	0	0	4	2	6	0	0	0	0	13
07:15 AM	0	6	0	6	1	0	1	2	0	5	0	5	0	0	0	0	13
07:30 AM	0	5	0	5	2	1	0	3	0	2	1	3	0	0	0	0	11
07:45 AM	0	4	0	4	0	0	1	1	0	6	0	6	0	0	0	0	11
Total	2	20	0	22	3	1	2	6	0	17	3	20	0	0	0	0	48
08:00 AM	0	3	0	3	0	0	0	0	0	5	0	5	0	1	0	1	9
08:15 AM	0	4	0	4	1	0	0	1	0	2	0	2	0	0	0	0	7
08:30 AM	0	3	0	3	0	0	0	0	0	7	1	8	0	0	0	0	11
08:45 AM	0	1	0	1	0	0	0	0	0	7	1	8	0	0	0	0	9
Total	0	11	0	11	1	0	0	1	0	21	2	23	0	1	0	1	36
Grand Total	2	31	0	33	4	1	2	7	0	38	5	43	0	1	0	1	84
Apprch %	6.1	93.9	0		57.1	14.3	28.6		0	88.4	11.6		0	100	0		
Total %	2.4	36.9	0	39.3	4.8	1.2	2.4	8.3	0	45.2	6	51.2	0	1.2	0	1.2	

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	5	0	7	0	0	0	0	0	4	2	6	0	0	0	0	13
07:15 AM	0	6	0	6	1	0	1	2	0	5	0	5	0	0	0	0	13
07:30 AM	0	5	0	5	2	1	0	3	0	2	1	3	0	0	0	0	11
07:45 AM	0	4	0	4	0	0	1	1	0	6	0	6	0	0	0	0	11
Total Volume	2	20	0	22	3	1	2	6	0	17	3	20	0	0	0	0	48
% App. Total	9.1	90.9	0		50	16.7	33.3		0	85	15		0	0	0		
PHF	.250	.833	.000	.786	.375	.250	.500	.500	.000	.708	.375	.833	.000	.000	.000	.000	.923

City of Jurupa Valley  
 N/S: Market Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 08\_JVY\_Market\_Via Cerro AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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.	2	5	0	7	0	0	0	0	0	4	2	6	0	0	0	0
+15 mins.	0	6	0	6	1	0	1	2	0	5	0	5	0	0	0	0
+30 mins.	0	5	0	5	2	1	0	3	0	2	1	3	0	0	0	0
+45 mins.	0	4	0	4	0	0	1	1	0	6	0	6	0	0	0	0
Total Volume	2	20	0	22	3	1	2	6	0	17	3	20	0	0	0	0
% App. Total	9.1	90.9	0		50	16.7	33.3		0	85	15		0	0	0	
PHF	.250	.833	.000	.786	.375	.250	.500	.500	.000	.708	.375	.833	.000	.000	.000	.000

City of Jurupa Valley  
 N/S: Market Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 08\_JVY\_Market\_Via Cerro AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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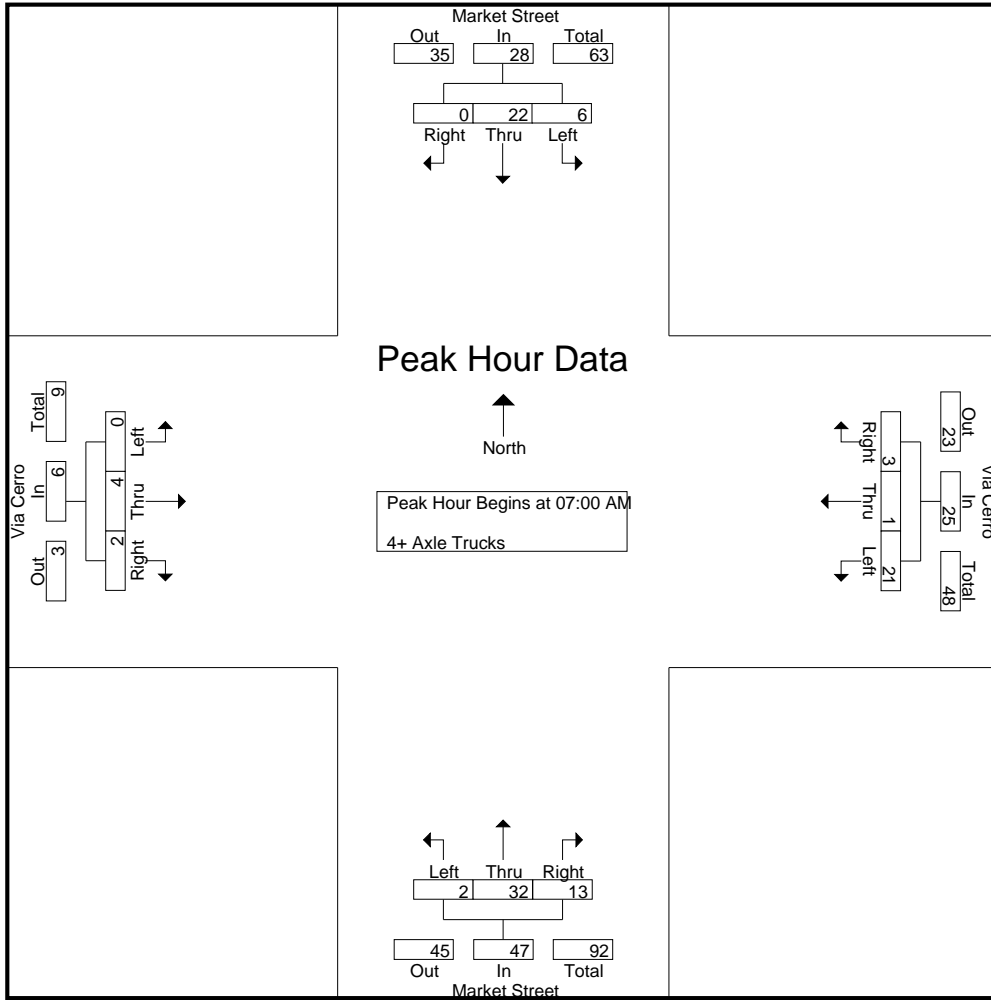
Groups Printed- 4+ Axle Trucks

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	9	0	11	5	0	1	6	0	5	2	7	0	1	0	1	25
07:15 AM	2	0	0	2	5	0	1	6	1	14	3	18	0	0	1	1	27
07:30 AM	0	7	0	7	7	0	0	7	1	5	2	8	0	1	1	2	24
07:45 AM	2	6	0	8	4	1	1	6	0	8	6	14	0	2	0	2	30
Total	6	22	0	28	21	1	3	25	2	32	13	47	0	4	2	6	106
08:00 AM	0	6	0	6	2	0	0	2	0	6	3	9	0	1	0	1	18
08:15 AM	2	3	0	5	4	1	1	6	0	9	2	11	0	2	0	2	24
08:30 AM	3	6	0	9	5	1	1	7	0	11	5	16	0	2	2	4	36
08:45 AM	1	6	0	7	7	1	4	12	0	6	1	7	0	1	2	3	29
Total	6	21	0	27	18	3	6	27	0	32	11	43	0	6	4	10	107
Grand Total	12	43	0	55	39	4	9	52	2	64	24	90	0	10	6	16	213
Apprch %	21.8	78.2	0		75	7.7	17.3		2.2	71.1	26.7		0	62.5	37.5		
Total %	5.6	20.2	0	25.8	18.3	1.9	4.2	24.4	0.9	30	11.3	42.3	0	4.7	2.8	7.5	

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	2	9	0	11	5	0	1	6	0	5	2	7	0	1	0	1	25
07:15 AM	2	0	0	2	5	0	1	6	1	14	3	18	0	0	1	1	27
07:30 AM	0	7	0	7	7	0	0	7	1	5	2	8	0	1	1	2	24
07:45 AM	2	6	0	8	4	1	1	6	0	8	6	14	0	2	0	2	30
Total Volume	6	22	0	28	21	1	3	25	2	32	13	47	0	4	2	6	106
% App. Total	21.4	78.6	0		84	4	12		4.3	68.1	27.7		0	66.7	33.3		
PHF	.750	.611	.000	.636	.750	.250	.750	.893	.500	.571	.542	.653	.000	.500	.500	.750	.883

City of Jurupa Valley  
 N/S: Market Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 08\_JVY\_Market\_Via Cerro AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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.	2	9	0	11	5	0	1	6	0	5	2	7	0	1	0	1
+15 mins.	2	0	0	2	5	0	1	6	1	14	3	18	0	0	1	1
+30 mins.	0	7	0	7	7	0	0	7	1	5	2	8	0	1	1	2
+45 mins.	2	6	0	8	4	1	1	6	0	8	6	14	0	2	0	2
Total Volume	6	22	0	28	21	1	3	25	2	32	13	47	0	4	2	6
% App. Total	21.4	78.6	0		84	4	12		4.3	68.1	27.7		0	66.7	33.3	
PHF	.750	.611	.000	.636	.750	.250	.750	.893	.500	.571	.542	.653	.000	.500	.500	.750



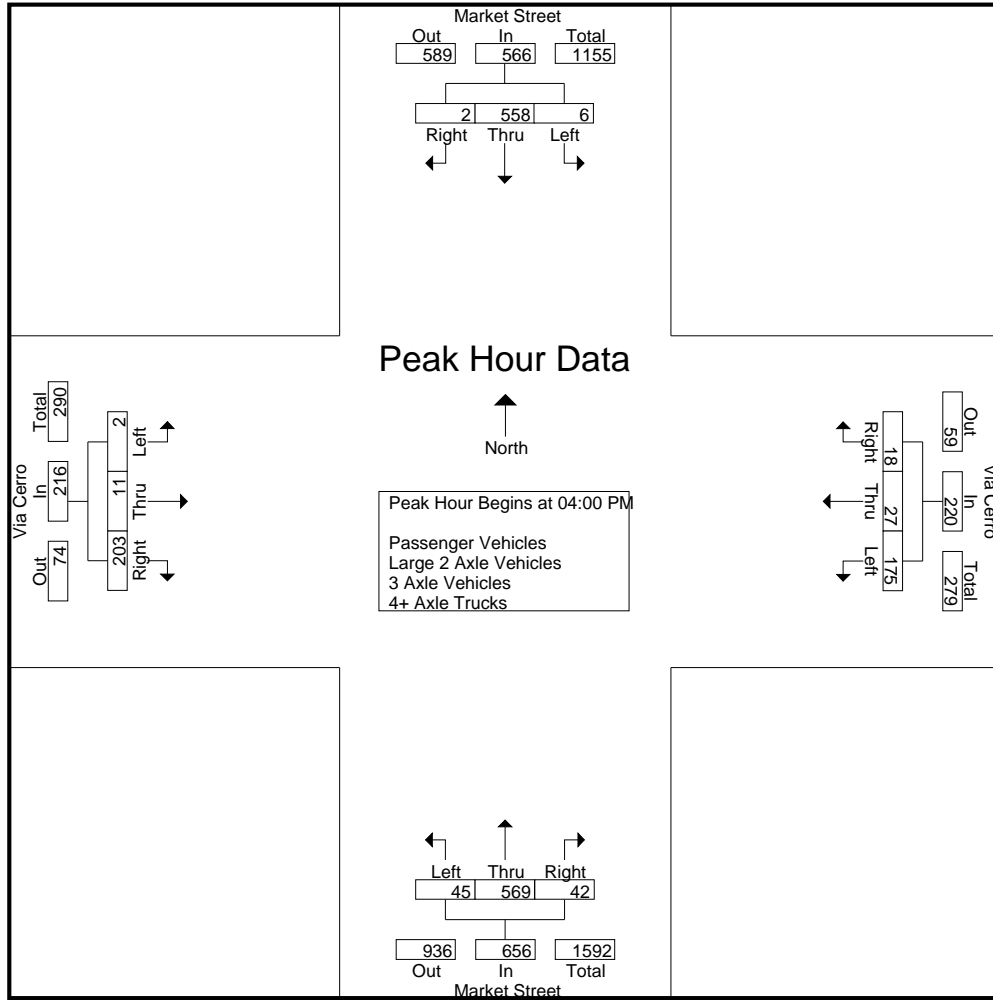
City of Jurupa Valley  
 N/S: Market Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 08\_JVY\_Market\_Via Cerro PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

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

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	129	0	129	56	11	6	73	10	155	15	180	1	3	42	46	428
04:15 PM	1	144	2	147	33	1	4	38	8	154	12	174	0	3	62	65	424
04:30 PM	3	135	0	138	52	10	5	67	13	131	10	154	0	2	50	52	411
04:45 PM	2	150	0	152	34	5	3	42	14	129	5	148	1	3	49	53	395
<b>Total</b>	<b>6</b>	<b>558</b>	<b>2</b>	<b>566</b>	<b>175</b>	<b>27</b>	<b>18</b>	<b>220</b>	<b>45</b>	<b>569</b>	<b>42</b>	<b>656</b>	<b>2</b>	<b>11</b>	<b>203</b>	<b>216</b>	<b>1658</b>
05:00 PM	2	131	0	133	35	7	2	44	15	141	10	166	0	0	53	53	396
05:15 PM	2	129	1	132	26	2	1	29	5	148	8	161	0	2	56	58	380
05:30 PM	1	122	0	123	23	1	2	26	14	123	8	145	1	2	53	56	350
05:45 PM	1	109	2	112	14	3	3	20	11	98	6	115	1	3	48	52	299
<b>Total</b>	<b>6</b>	<b>491</b>	<b>3</b>	<b>500</b>	<b>98</b>	<b>13</b>	<b>8</b>	<b>119</b>	<b>45</b>	<b>510</b>	<b>32</b>	<b>587</b>	<b>2</b>	<b>7</b>	<b>210</b>	<b>219</b>	<b>1425</b>
<b>Grand Total</b>	<b>12</b>	<b>1049</b>	<b>5</b>	<b>1066</b>	<b>273</b>	<b>40</b>	<b>26</b>	<b>339</b>	<b>90</b>	<b>1079</b>	<b>74</b>	<b>1243</b>	<b>4</b>	<b>18</b>	<b>413</b>	<b>435</b>	<b>3083</b>
Apprch %	1.1	98.4	0.5		80.5	11.8	7.7		7.2	86.8	6		0.9	4.1	94.9		
Total %	0.4	34	0.2	34.6	8.9	1.3	0.8	11	2.9	35	2.4	40.3	0.1	0.6	13.4	14.1	
Passenger Vehicles	6	971	5	982	239	38	18	295	81	917	51	1049	1	14	402	417	2743
% Passenger Vehicles	50	92.6	100	92.1	87.5	95	69.2	87	90	85	68.9	84.4	25	77.8	97.3	95.9	89
Large 2 Axle Vehicles	1	25	0	26	4	2	4	10	5	58	6	69	3	3	7	13	118
% Large 2 Axle Vehicles	8.3	2.4	0	2.4	1.5	5	15.4	2.9	5.6	5.4	8.1	5.6	75	16.7	1.7	3	3.8
3 Axle Vehicles	1	31	0	32	4	0	1	5	1	49	5	55	0	0	2	2	94
% 3 Axle Vehicles	8.3	3	0	3	1.5	0	3.8	1.5	1.1	4.5	6.8	4.4	0	0	0.5	0.5	3
4+ Axle Trucks	4	22	0	26	26	0	3	29	3	55	12	70	0	1	2	3	128
% 4+ Axle Trucks	33.3	2.1	0	2.4	9.5	0	11.5	8.6	3.3	5.1	16.2	5.6	0	5.6	0.5	0.7	4.2

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	129	0	129	56	11	6	73	10	155	15	180	1	3	42	46	428
04:15 PM	1	144	2	147	33	1	4	38	8	154	12	174	0	3	62	65	424
04:30 PM	3	135	0	138	52	10	5	67	13	131	10	154	0	2	50	52	411
04:45 PM	2	150	0	152	34	5	3	42	14	129	5	148	1	3	49	53	395
<b>Total Volume</b>	<b>6</b>	<b>558</b>	<b>2</b>	<b>566</b>	<b>175</b>	<b>27</b>	<b>18</b>	<b>220</b>	<b>45</b>	<b>569</b>	<b>42</b>	<b>656</b>	<b>2</b>	<b>11</b>	<b>203</b>	<b>216</b>	<b>1658</b>
% App. Total	1.1	98.6	0.4		79.5	12.3	8.2		6.9	86.7	6.4		0.9	5.1	94		
PHF	.500	.930	.250	.931	.781	.614	.750	.753	.804	.918	.700	.911	.500	.917	.819	.831	.968



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				04:00 PM				04:15 PM			
+0 mins.	1	144	2	147	<b>56</b>	<b>11</b>	<b>6</b>	<b>73</b>	10	<b>155</b>	<b>15</b>	<b>180</b>	0	<b>3</b>	<b>62</b>	<b>65</b>
+15 mins.	<b>3</b>	135	0	138	33	1	4	38	8	154	12	174	0	2	50	52
+30 mins.	2	<b>150</b>	0	<b>152</b>	52	10	5	67	13	131	10	154	<b>1</b>	3	49	53
+45 mins.	2	131	0	133	34	5	3	42	<b>14</b>	129	5	148	0	0	53	53
Total Volume	8	560	2	570	175	27	18	220	45	569	42	656	1	8	214	223
% App. Total	1.4	98.2	0.4		79.5	12.3	8.2		6.9	86.7	6.4		0.4	3.6	96	
PHF	.667	.933	.250	.938	.781	.614	.750	.753	.804	.918	.700	.911	.250	.667	.863	.858

City of Jurupa Valley  
 N/S: Market Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 08\_JVY\_Market\_Via Cerro PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

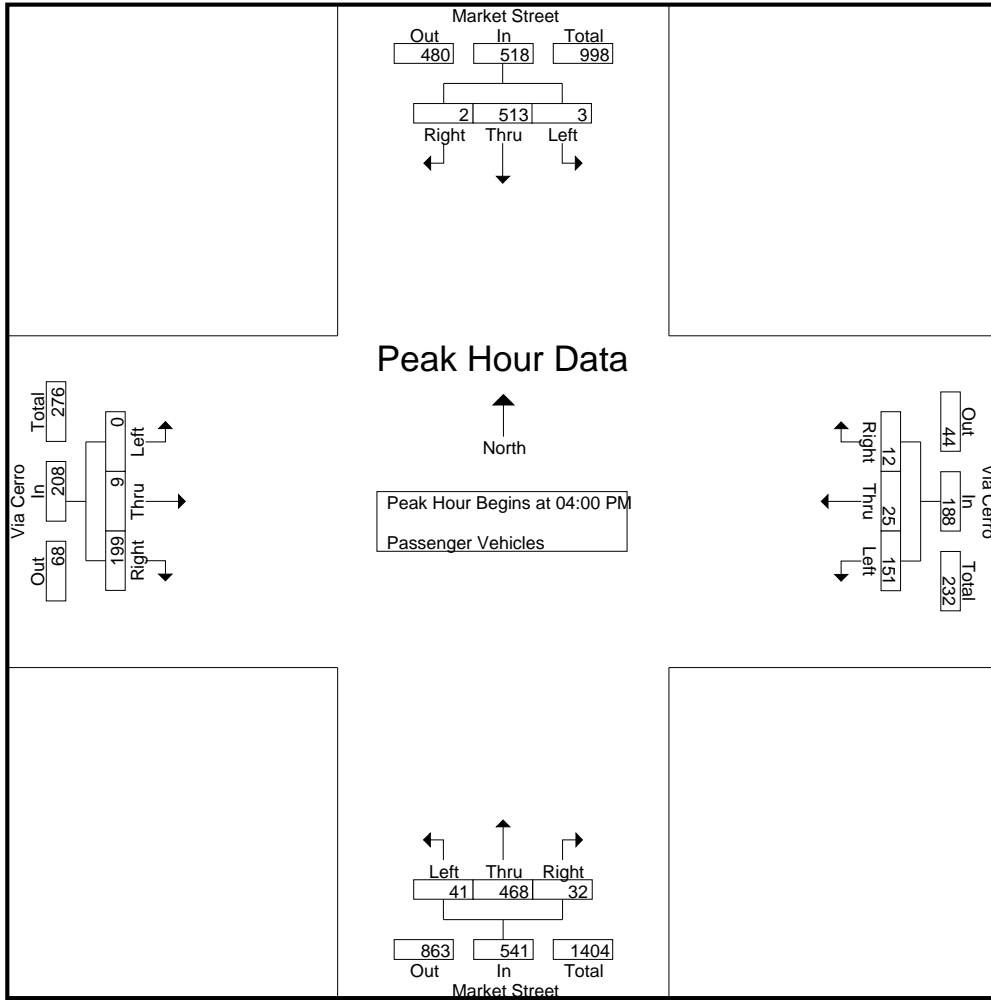
Groups Printed- Passenger Vehicles

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	121	0	121	49	10	3	62	8	124	12	144	0	3	42	45	372
04:15 PM	1	132	2	135	29	0	3	32	7	131	8	146	0	1	59	60	373
04:30 PM	1	121	0	122	44	10	4	58	12	105	8	125	0	2	49	51	356
04:45 PM	1	139	0	140	29	5	2	36	14	108	4	126	0	3	49	52	354
Total	3	513	2	518	151	25	12	188	41	468	32	541	0	9	199	208	1455
05:00 PM	0	127	0	127	34	7	2	43	14	118	5	137	0	0	51	51	358
05:15 PM	2	119	1	122	24	2	1	27	4	131	6	141	0	1	54	55	345
05:30 PM	0	110	0	110	20	1	2	23	12	111	5	128	1	1	52	54	315
05:45 PM	1	102	2	105	10	3	1	14	10	89	3	102	0	3	46	49	270
Total	3	458	3	464	88	13	6	107	40	449	19	508	1	5	203	209	1288
Grand Total	6	971	5	982	239	38	18	295	81	917	51	1049	1	14	402	417	2743
Apprch %	0.6	98.9	0.5		81	12.9	6.1		7.7	87.4	4.9		0.2	3.4	96.4		
Total %	0.2	35.4	0.2	35.8	8.7	1.4	0.7	10.8	3	33.4	1.9	38.2	0	0.5	14.7	15.2	

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	121	0	121	<b>49</b>	<b>10</b>	<b>3</b>	<b>62</b>	8	124	<b>12</b>	144	0	<b>3</b>	42	45	372
04:15 PM	<b>1</b>	132	<b>2</b>	135	29	0	3	32	7	<b>131</b>	8	<b>146</b>	0	1	<b>59</b>	<b>60</b>	<b>373</b>
04:30 PM	1	121	0	122	44	10	<b>4</b>	58	12	105	8	125	0	2	49	51	356
04:45 PM	1	<b>139</b>	0	<b>140</b>	29	5	2	36	<b>14</b>	108	4	126	0	3	49	52	354
Total Volume	3	513	2	518	151	25	12	188	41	468	32	541	0	9	199	208	1455
% App. Total	0.6	99	0.4		80.3	13.3	6.4		7.6	86.5	5.9		0	4.3	95.7		
PHF	.750	.923	.250	.925	.770	.625	.750	.758	.732	.893	.667	.926	.000	.750	.843	.867	.975

City of Jurupa Valley  
 N/S: Market Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 08\_JVY\_Market\_Via Cerro PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	121	0	121	<b>49</b>	<b>10</b>	3	<b>62</b>	8	124	<b>12</b>	144	0	<b>3</b>	42	45
+15 mins.	<b>1</b>	132	<b>2</b>	135	29	0	3	32	7	<b>131</b>	8	<b>146</b>	0	1	<b>59</b>	<b>60</b>
+30 mins.	1	121	0	122	44	10	<b>4</b>	58	12	105	8	125	0	2	49	51
+45 mins.	1	<b>139</b>	0	<b>140</b>	29	5	2	36	<b>14</b>	108	4	126	0	3	49	52
Total Volume	3	513	2	518	151	25	12	188	41	468	32	541	0	9	199	208
% App. Total	0.6	.99	0.4		80.3	13.3	6.4		7.6	86.5	5.9		0	4.3	95.7	
PHF	.750	.923	.250	.925	.770	.625	.750	.758	.732	.893	.667	.926	.000	.750	.843	.867

City of Jurupa Valley  
 N/S: Market Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 08\_JVY\_Market\_Via Cerro PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

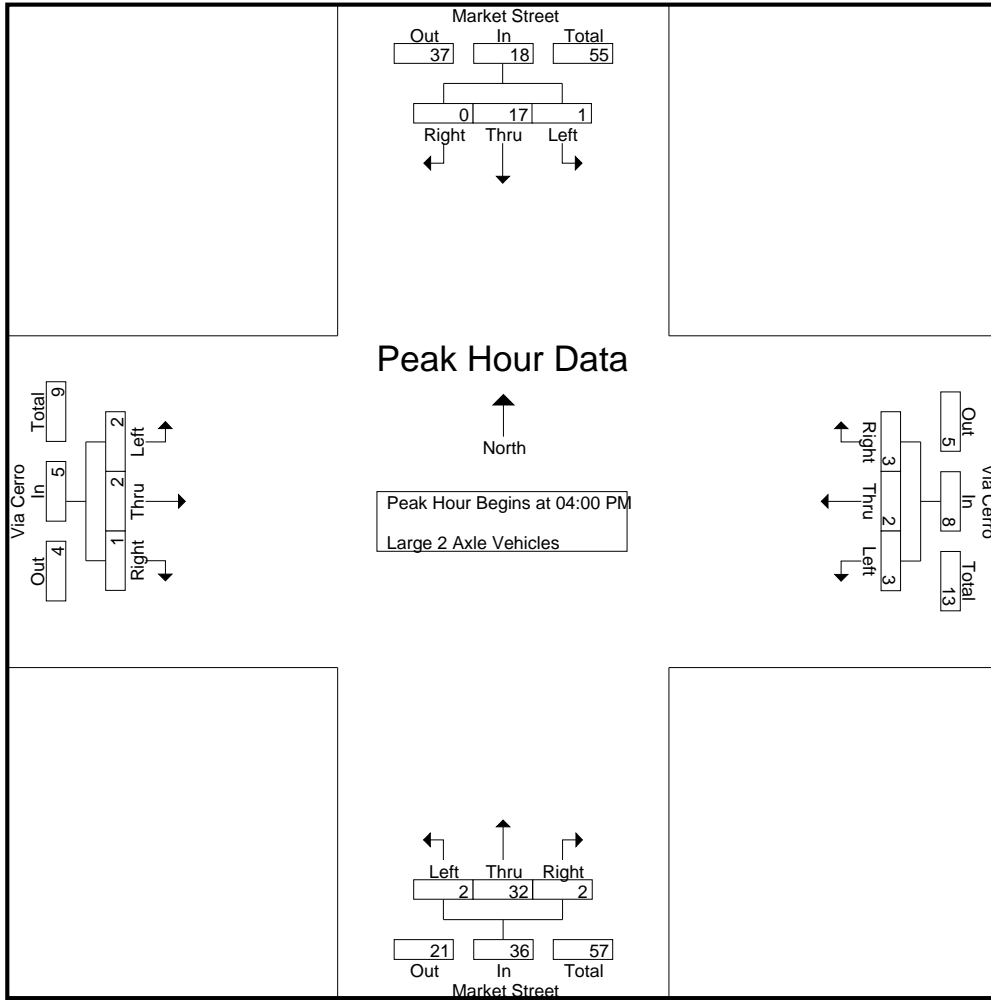
Groups Printed- Large 2 Axle Vehicles

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	1	1	0	2	1	9	0	10	1	0	0	1	15
04:15 PM	0	4	0	4	0	1	1	2	0	6	1	7	0	2	1	3	16
04:30 PM	1	5	0	6	1	0	1	2	1	9	1	11	0	0	0	0	19
04:45 PM	0	6	0	6	1	0	1	2	0	8	0	8	1	0	0	1	17
Total	1	17	0	18	3	2	3	8	2	32	2	36	2	2	1	5	67
05:00 PM	0	3	0	3	0	0	0	0	0	10	1	11	0	0	2	2	16
05:15 PM	0	1	0	1	0	0	0	0	1	6	0	7	0	1	1	2	10
05:30 PM	0	3	0	3	0	0	0	0	1	6	2	9	0	0	1	1	13
05:45 PM	0	1	0	1	1	0	1	2	1	4	1	6	1	0	2	3	12
Total	0	8	0	8	1	0	1	2	3	26	4	33	1	1	6	8	51
Grand Total	1	25	0	26	4	2	4	10	5	58	6	69	3	3	7	13	118
Apprch %	3.8	96.2	0		40	20	40		7.2	84.1	8.7		23.1	23.1	53.8		
Total %	0.8	21.2	0	22	3.4	1.7	3.4	8.5	4.2	49.2	5.1	58.5	2.5	2.5	5.9	11	

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	2	0	2	1	1	0	2	1	9	0	10	1	0	0	1	15
04:15 PM	0	4	0	4	0	1	1	2	0	6	1	7	0	2	1	3	16
04:30 PM	1	5	0	6	1	0	1	2	1	9	1	11	0	0	0	0	19
04:45 PM	0	6	0	6	1	0	1	2	0	8	0	8	1	0	0	1	17
Total Volume	1	17	0	18	3	2	3	8	2	32	2	36	2	2	1	5	67
% App. Total	5.6	94.4	0		37.5	25	37.5		5.6	88.9	5.6		40	40	20		
PHF	.250	.708	.000	.750	.750	.500	.750	1.00	.500	.889	.500	.818	.500	.250	.250	.417	.882

City of Jurupa Valley  
 N/S: Market Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 08\_JVY\_Market\_Via Cerro PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	2	0	2	1	1	0	2	1	9	0	10	1	0	0	1
+15 mins.	0	4	0	4	0	1	1	2	0	6	1	7	0	2	1	3
+30 mins.	1	5	0	6	1	0	1	2	1	9	1	11	0	0	0	0
+45 mins.	0	6	0	6	1	0	1	2	0	8	0	8	1	0	0	1
Total Volume	1	17	0	18	3	2	3	8	2	32	2	36	2	2	1	5
% App. Total	5.6	94.4	0		37.5	25	37.5		5.6	88.9	5.6		40	40	20	
PHF	.250	.708	.000	.750	.750	.500	.750	1.000	.500	.889	.500	.818	.500	.250	.250	.417

City of Jurupa Valley  
 N/S: Market Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 08\_JVY\_Market\_Via Cerro PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

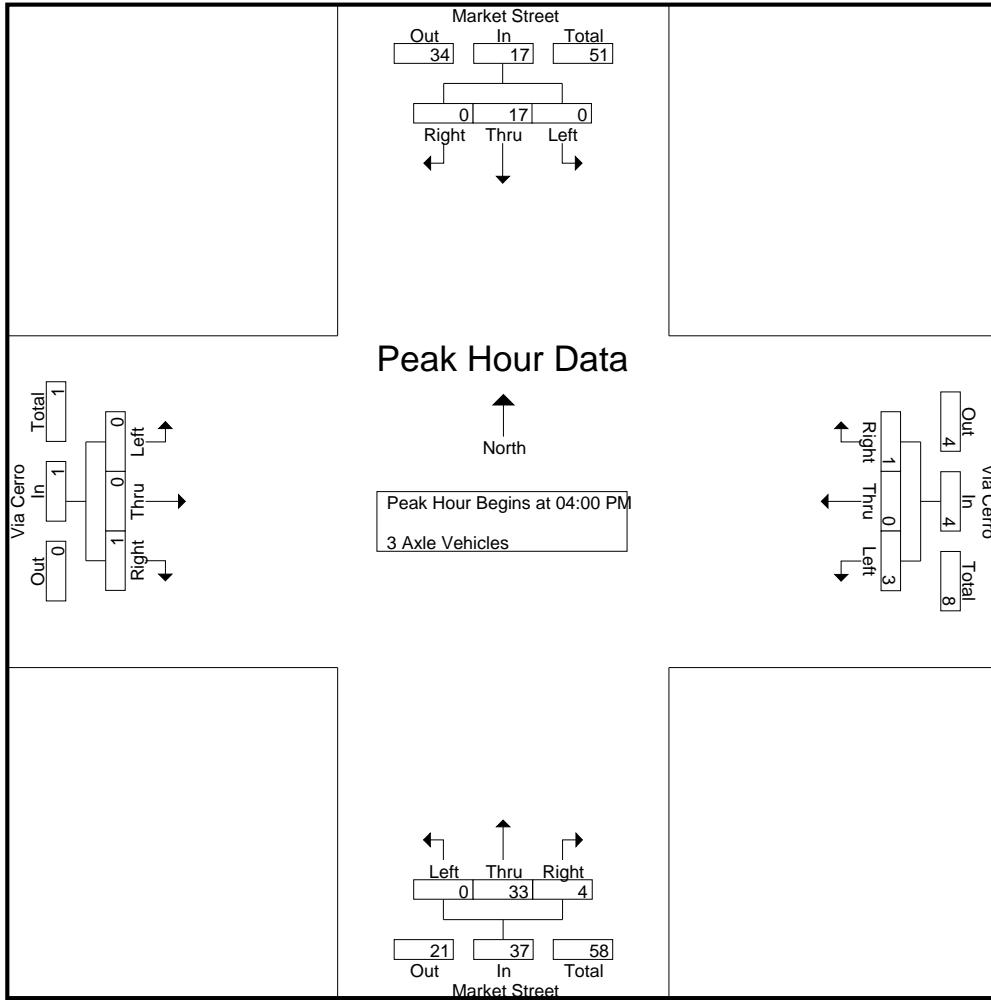
Groups Printed- 3 Axle Vehicles

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	5	0	5	1	0	1	2	0	14	2	16	0	0	0	0	23
04:15 PM	0	5	0	5	0	0	0	0	0	7	2	9	0	0	1	1	15
04:30 PM	0	6	0	6	1	0	0	1	0	8	0	8	0	0	0	0	15
04:45 PM	0	1	0	1	1	0	0	1	0	4	0	4	0	0	0	0	6
Total	0	17	0	17	3	0	1	4	0	33	4	37	0	0	1	1	59
05:00 PM	1	1	0	2	0	0	0	0	1	6	1	8	0	0	0	0	10
05:15 PM	0	3	0	3	0	0	0	0	0	5	0	5	0	0	1	1	9
05:30 PM	0	7	0	7	1	0	0	1	0	3	0	3	0	0	0	0	11
05:45 PM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total	1	14	0	15	1	0	0	1	1	16	1	18	0	0	1	1	35
Grand Total	1	31	0	32	4	0	1	5	1	49	5	55	0	0	2	2	94
Apprch %	3.1	96.9	0		80	0	20		1.8	89.1	9.1		0	0	100		
Total %	1.1	33	0	34	4.3	0	1.1	5.3	1.1	52.1	5.3	58.5	0	0	2.1	2.1	

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	5	0	5	1	0	1	2	0	14	2	16	0	0	0	0	23
04:15 PM	0	5	0	5	0	0	0	0	0	7	2	9	0	0	1	1	15
04:30 PM	0	6	0	6	1	0	0	1	0	8	0	8	0	0	0	0	15
04:45 PM	0	1	0	1	1	0	0	1	0	4	0	4	0	0	0	0	6
Total Volume	0	17	0	17	3	0	1	4	0	33	4	37	0	0	1	1	59
% App. Total	0	100	0		75	0	25		0	89.2	10.8		0	0	100		
PHF	.000	.708	.000	.708	.750	.000	.250	.500	.000	.589	.500	.578	.000	.000	.250	.250	.641

City of Jurupa Valley  
 N/S: Market Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 08\_JVY\_Market\_Via Cerro PM  
 Site Code : 00318765  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	5	0	5	1	0	1	2	0	14	2	16	0	0	0	0
+15 mins.	0	5	0	5	0	0	0	0	0	7	2	9	0	0	1	1
+30 mins.	0	6	0	6	1	0	0	1	0	8	0	8	0	0	0	0
+45 mins.	0	1	0	1	1	0	0	1	0	4	0	4	0	0	0	0
Total Volume	0	17	0	17	3	0	1	4	0	33	4	37	0	0	1	1
% App. Total	0	100	0		75	0	25		0	89.2	10.8		0	0	100	
PHF	.000	.708	.000	.708	.750	.000	.250	.500	.000	.589	.500	.578	.000	.000	.250	.250



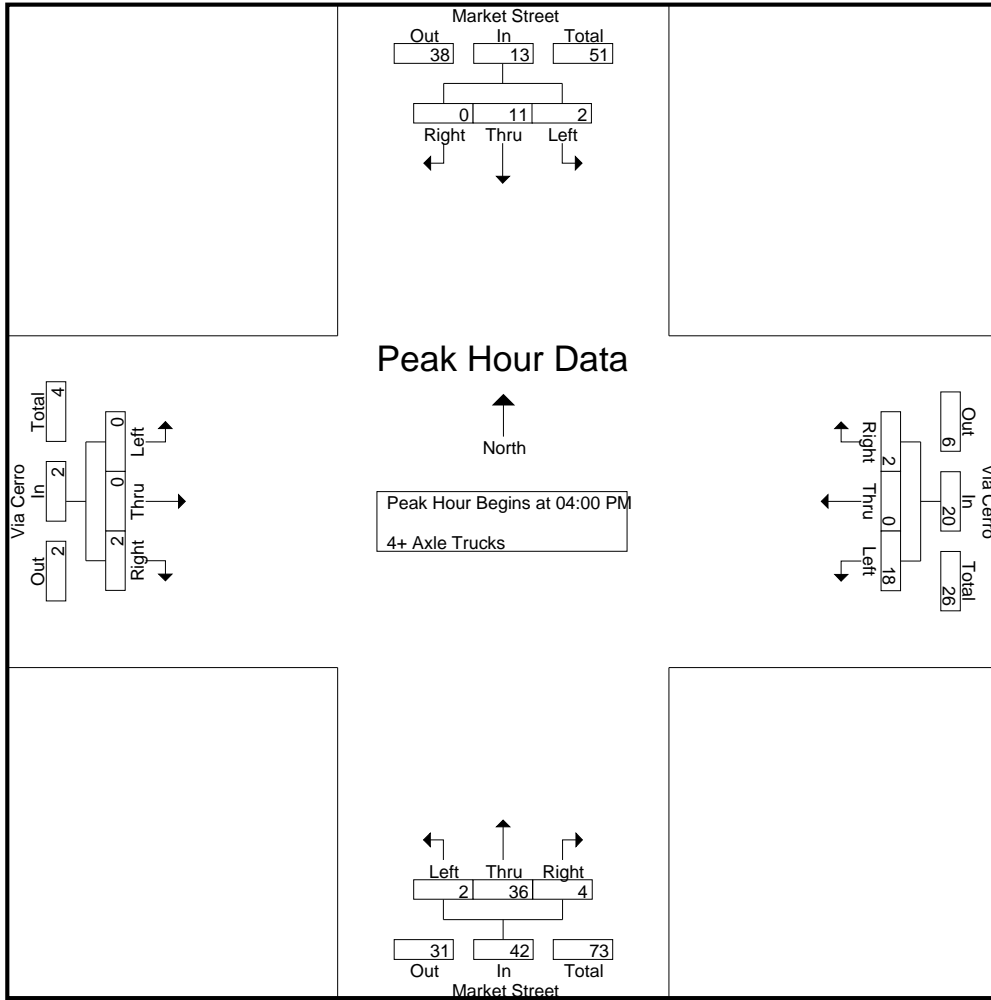
City of Jurupa Valley  
 N/S: Market Street  
 E/W: Via Cerro  
 Weather: Clear

File Name : 08\_JVY\_Market\_Via Cerro PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Groups Printed- 4+ Axle Trucks

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	1	0	1	5	0	2	7	1	8	1	10	0	0	0	0	18
04:15 PM	0	3	0	3	4	0	0	4	1	10	1	12	0	0	1	1	20
04:30 PM	1	3	0	4	6	0	0	6	0	9	1	10	0	0	1	1	21
04:45 PM	1	4	0	5	3	0	0	3	0	9	1	10	0	0	0	0	18
Total	2	11	0	13	18	0	2	20	2	36	4	42	0	0	2	2	77
05:00 PM	1	0	0	1	1	0	0	1	0	7	3	10	0	0	0	0	12
05:15 PM	0	6	0	6	2	0	0	2	0	6	2	8	0	0	0	0	16
05:30 PM	1	2	0	3	2	0	0	2	1	3	1	5	0	1	0	1	11
05:45 PM	0	3	0	3	3	0	1	4	0	3	2	5	0	0	0	0	12
Total	2	11	0	13	8	0	1	9	1	19	8	28	0	1	0	1	51
Grand Total	4	22	0	26	26	0	3	29	3	55	12	70	0	1	2	3	128
Apprch %	15.4	84.6	0		89.7	0	10.3		4.3	78.6	17.1		0	33.3	66.7		
Total %	3.1	17.2	0	20.3	20.3	0	2.3	22.7	2.3	43	9.4	54.7	0	0.8	1.6	2.3	

Start Time	Market Street Southbound				Via Cerro Westbound				Market Street Northbound				Via Cerro Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	1	0	1	5	0	2	7	1	8	1	10	0	0	0	0	18
04:15 PM	0	3	0	3	4	0	0	4	1	10	1	12	0	0	1	1	20
04:30 PM	1	3	0	4	6	0	0	6	0	9	1	10	0	0	1	1	21
04:45 PM	1	4	0	5	3	0	0	3	0	9	1	10	0	0	0	0	18
Total Volume	2	11	0	13	18	0	2	20	2	36	4	42	0	0	2	2	77
% App. Total	15.4	84.6	0		90	0	10		4.8	85.7	9.5		0	0	100		
PHF	.500	.688	.000	.650	.750	.000	.250	.714	.500	.900	1.00	.875	.000	.000	.500	.500	.917



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	1	0	1	5	0	2	7	1	8	1	10	0	0	0	0
+15 mins.	0	3	0	3	4	0	0	4	1	10	1	12	0	0	1	1
+30 mins.	1	3	0	4	6	0	0	6	0	9	1	10	0	0	1	1
+45 mins.	1	4	0	5	3	0	0	3	0	9	1	10	0	0	0	0
Total Volume	2	11	0	13	18	0	2	20	2	36	4	42	0	0	2	2
% App. Total	15.4	84.6	0		90	0	10		4.8	85.7	9.5		0	0	100	
PHF	.500	.688	.000	.650	.750	.000	.250	.714	.500	.900	1.000	.875	.000	.000	.500	.500

City of Riverside  
 N/S: Market Street  
 E/W: Rivera Street  
 Weather: Clear

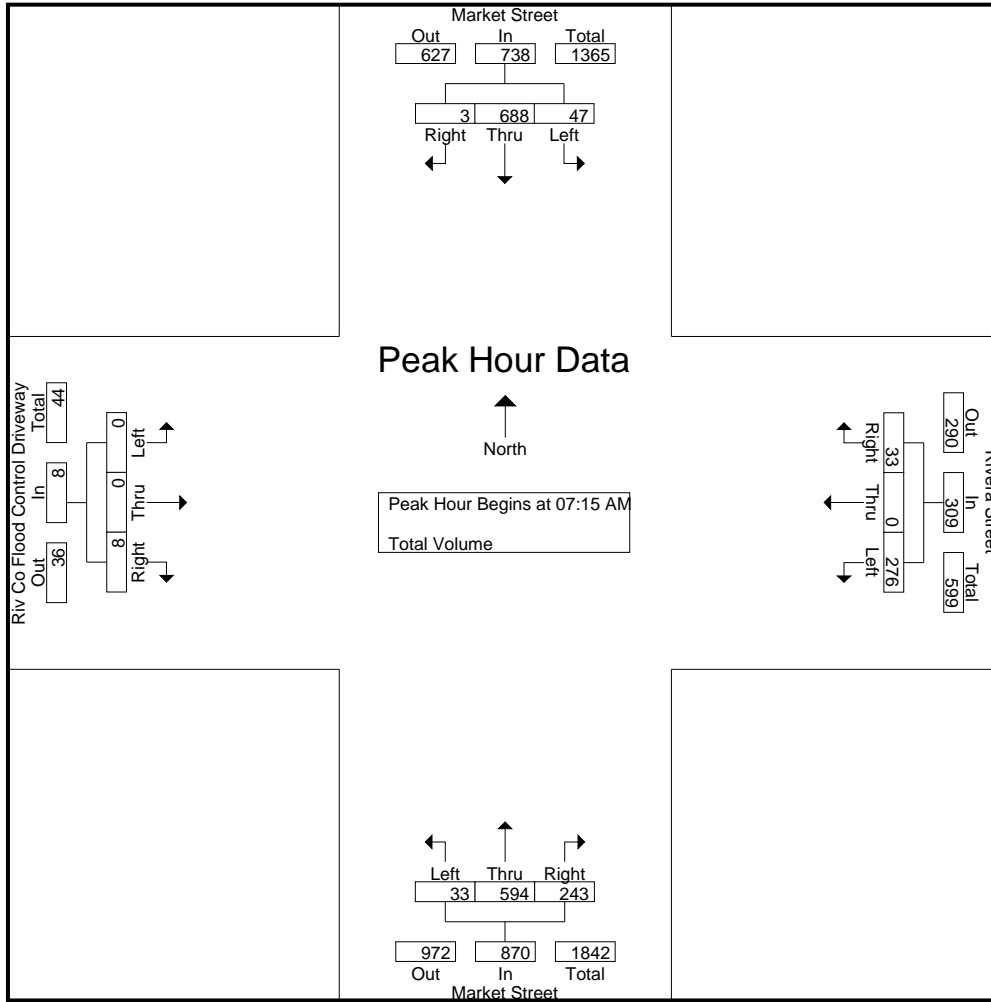
File Name : 09\_RIV\_Market\_Rivera AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Market Street Southbound				Rivera Street Westbound				Market Street Northbound				Riv Co Flood Control Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	156	1	167	53	0	8	61	11	156	46	213	0	0	2	2	443
07:15 AM	8	162	1	171	61	0	8	69	12	142	49	203	0	0	5	5	448
07:30 AM	16	196	1	213	75	0	12	87	5	147	41	193	0	0	1	1	494
07:45 AM	8	170	0	178	76	0	9	85	7	151	72	230	0	0	1	1	494
Total	42	684	3	729	265	0	37	302	35	596	208	839	0	0	9	9	1879
08:00 AM	15	160	1	176	64	0	4	68	9	154	81	244	0	0	1	1	489
08:15 AM	15	132	1	148	73	0	16	89	0	122	77	199	2	0	6	8	444
08:30 AM	5	147	0	152	41	0	7	48	2	115	56	173	0	0	1	1	374
08:45 AM	14	162	0	176	56	0	5	61	6	132	54	192	0	1	3	4	433
Total	49	601	2	652	234	0	32	266	17	523	268	808	2	1	11	14	1740
Grand Total	91	1285	5	1381	499	0	69	568	52	1119	476	1647	2	1	20	23	3619
Apprch %	6.6	93	0.4		87.9	0	12.1		3.2	67.9	28.9		8.7	4.3	87		
Total %	2.5	35.5	0.1	38.2	13.8	0	1.9	15.7	1.4	30.9	13.2	45.5	0.1	0	0.6	0.6	

Start Time	Market Street Southbound				Rivera Street Westbound				Market Street Northbound				Riv Co Flood Control Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	8	162	1	171	61	0	8	69	<b>12</b>	142	49	203	0	0	<b>5</b>	<b>5</b>	448
07:30 AM	<b>16</b>	<b>196</b>	1	<b>213</b>	75	0	<b>12</b>	<b>87</b>	5	147	41	193	0	0	1	1	<b>494</b>
07:45 AM	8	170	0	178	<b>76</b>	0	9	85	7	151	72	230	0	0	1	1	494
08:00 AM	15	160	1	176	64	0	4	68	9	<b>154</b>	<b>81</b>	<b>244</b>	0	0	1	1	489
Total Volume	47	688	3	738	276	0	33	309	33	594	243	870	0	0	8	8	1925
% App. Total	6.4	93.2	0.4		89.3	0	10.7		3.8	68.3	27.9		0	0	100		
PHF	.734	.878	.750	.866	.908	.000	.688	.888	.688	.964	.750	.891	.000	.000	.400	.400	.974

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



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				07:30 AM				07:45 AM				08:00 AM			
+0 mins.	8	162	1	171	75	0	12	87	12	142	49	203	0	0	1	1
+15 mins.	16	196	1	213	76	0	9	85	5	147	41	193	2	0	6	8
+30 mins.	8	170	0	178	64	0	4	68	7	151	72	230	0	0	1	1
+45 mins.	15	160	1	176	73	0	16	89	9	154	81	244	0	1	3	4
Total Volume	47	688	3	738	288	0	41	329	33	594	243	870	2	1	11	14
% App. Total	6.4	93.2	0.4		87.5	0	12.5		3.8	68.3	27.9		14.3	7.1	78.6	
PHF	.734	.878	.750	.866	.947	.000	.641	.924	.688	.964	.750	.891	.250	.250	.458	.438

City of Riverside  
 N/S: Market Street  
 E/W: Rivera Street  
 Weather: Clear

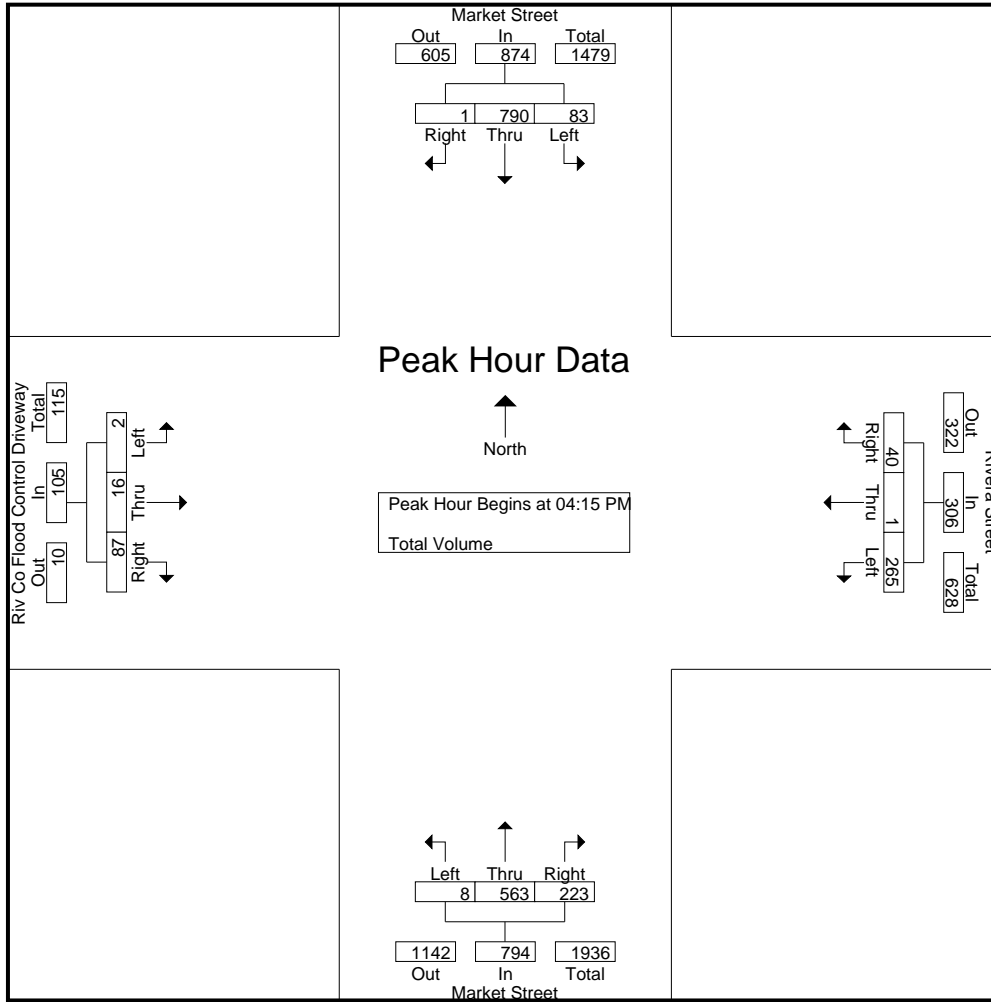
File Name : 09\_RIV\_Market\_Rivera PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Market Street Southbound				Rivera Street Westbound				Market Street Northbound				Riv Co Flood Control Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	13	223	0	236	47	0	10	57	10	153	60	223	0	2	2	4	520
04:15 PM	24	210	1	235	53	0	7	60	5	138	55	198	0	4	13	17	510
04:30 PM	16	190	0	206	70	1	15	86	1	146	56	203	1	9	52	62	557
04:45 PM	25	180	0	205	67	0	8	75	1	144	54	199	0	0	5	5	484
Total	78	803	1	882	237	1	40	278	17	581	225	823	1	15	72	88	2071
05:00 PM	18	210	0	228	75	0	10	85	1	135	58	194	1	3	17	21	528
05:15 PM	21	193	0	214	37	1	6	44	2	156	55	213	0	1	10	11	482
05:30 PM	32	183	0	215	35	0	11	46	1	129	61	191	1	0	14	15	467
05:45 PM	31	162	0	193	44	0	7	51	0	126	75	201	2	4	4	10	455
Total	102	748	0	850	191	1	34	226	4	546	249	799	4	8	45	57	1932
Grand Total	180	1551	1	1732	428	2	74	504	21	1127	474	1622	5	23	117	145	4003
Apprch %	10.4	89.5	0.1		84.9	0.4	14.7		1.3	69.5	29.2		3.4	15.9	80.7		
Total %	4.5	38.7	0	43.3	10.7	0	1.8	12.6	0.5	28.2	11.8	40.5	0.1	0.6	2.9	3.6	

Start Time	Market Street Southbound				Rivera Street Westbound				Market Street Northbound				Riv Co Flood Control Driveway Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	24	<b>210</b>	<b>1</b>	<b>235</b>	53	0	7	60	<b>5</b>	138	55	198	0	4	13	17	510
04:30 PM	16	190	0	206	70	<b>1</b>	<b>15</b>	<b>86</b>	<b>1</b>	<b>146</b>	56	<b>203</b>	<b>1</b>	<b>9</b>	<b>52</b>	<b>62</b>	<b>557</b>
04:45 PM	<b>25</b>	180	0	205	67	0	8	75	1	144	54	199	0	0	5	5	484
05:00 PM	18	210	0	228	<b>75</b>	0	10	85	1	135	<b>58</b>	194	1	3	17	21	528
Total Volume	83	790	1	874	265	1	40	306	8	563	223	794	2	16	87	105	2079
% App. Total	9.5	90.4	0.1		86.6	0.3	13.1		1	70.9	28.1		1.9	15.2	82.9		
PHF	.830	.940	.250	.930	.883	.250	.667	.890	.400	.964	.961	.978	.500	.444	.418	.423	.933

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:15 PM



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

	04:00 PM				04:15 PM				04:00 PM				04:15 PM			
+0 mins.	13	<b>223</b>	0	<b>236</b>	53	0	7	60	<b>10</b>	<b>153</b>	<b>60</b>	<b>223</b>	0	4	13	17
+15 mins.	24	210	1	235	70	<b>1</b>	<b>15</b>	<b>86</b>	5	138	55	198	<b>1</b>	<b>9</b>	<b>52</b>	<b>62</b>
+30 mins.	16	190	0	206	67	0	8	75	1	146	56	203	0	0	5	5
+45 mins.	<b>25</b>	180	0	205	<b>75</b>	0	10	85	1	144	54	199	1	3	17	21
Total Volume	78	803	1	882	265	1	40	306	17	581	225	823	2	16	87	105
% App. Total	8.8	91	0.1	88.2	86.6	0.3	13.1	89.9	2.1	70.6	27.3	90.0	1.9	15.2	82.9	88.1
PHF	.780	.900	.250	.934	.883	.250	.667	.890	.425	.949	.938	.923	.500	.444	.418	.423

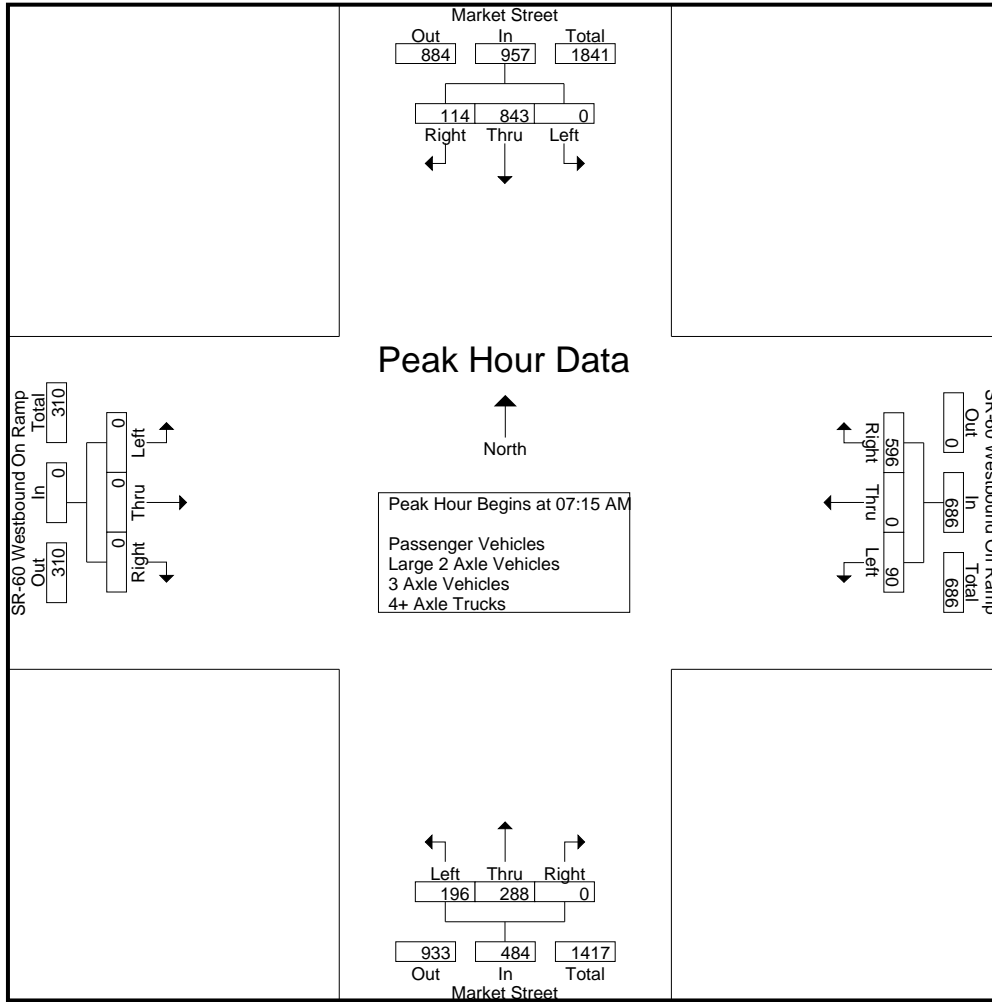
City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Westbound Ramps  
 Weather: Clear

File Name : 10\_JVY\_Market\_60W AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

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

Start Time	Market Street Southbound				SR-60 Westbound Off Ramp Westbound				Market Street Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	175	23	198	4	1	153	158	38	70	0	108	0	0	0	0	464
07:15 AM	0	203	32	235	19	0	149	168	66	65	0	131	0	0	0	0	534
07:30 AM	0	246	25	271	13	0	120	133	50	62	0	112	0	0	0	0	516
07:45 AM	0	217	22	239	31	0	160	191	38	77	0	115	0	0	0	0	545
<b>Total</b>	<b>0</b>	<b>841</b>	<b>102</b>	<b>943</b>	<b>67</b>	<b>1</b>	<b>582</b>	<b>650</b>	<b>192</b>	<b>274</b>	<b>0</b>	<b>466</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2059</b>
08:00 AM	0	177	35	212	27	0	167	194	42	84	0	126	0	0	0	0	532
08:15 AM	0	151	31	182	17	0	145	162	54	66	0	120	0	0	0	0	464
08:30 AM	0	188	26	214	23	0	134	157	35	51	0	86	0	0	0	0	457
08:45 AM	0	183	26	209	17	0	135	152	39	51	0	90	0	0	0	0	451
<b>Total</b>	<b>0</b>	<b>699</b>	<b>118</b>	<b>817</b>	<b>84</b>	<b>0</b>	<b>581</b>	<b>665</b>	<b>170</b>	<b>252</b>	<b>0</b>	<b>422</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1904</b>
<b>Grand Total</b>	<b>0</b>	<b>1540</b>	<b>220</b>	<b>1760</b>	<b>151</b>	<b>1</b>	<b>1163</b>	<b>1315</b>	<b>362</b>	<b>526</b>	<b>0</b>	<b>888</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3963</b>
Apprch %	0	87.5	12.5		11.5	0.1	88.4		40.8	59.2	0		0	0	0		
<b>Total %</b>	<b>0</b>	<b>38.9</b>	<b>5.6</b>	<b>44.4</b>	<b>3.8</b>	<b>0</b>	<b>29.3</b>	<b>33.2</b>	<b>9.1</b>	<b>13.3</b>	<b>0</b>	<b>22.4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
Passenger Vehicles	0	1378	188	1566	143	1	995	1139	349	486	0	835	0	0	0	0	3540
% Passenger Vehicles	0	89.5	85.5	89	94.7	100	85.6	86.6	96.4	92.4	0	94	0	0	0	0	89.3
Large 2 Axle Vehicles	0	71	4	75	6	0	57	63	10	17	0	27	0	0	0	0	165
% Large 2 Axle Vehicles	0	4.6	1.8	4.3	4	0	4.9	4.8	2.8	3.2	0	3	0	0	0	0	4.2
3 Axle Vehicles	0	31	2	33	0	0	31	31	1	9	0	10	0	0	0	0	74
% 3 Axle Vehicles	0	2	0.9	1.9	0	0	2.7	2.4	0.3	1.7	0	1.1	0	0	0	0	1.9
4+ Axle Trucks	0	60	26	86	2	0	80	82	2	14	0	16	0	0	0	0	184
% 4+ Axle Trucks	0	3.9	11.8	4.9	1.3	0	6.9	6.2	0.6	2.7	0	1.8	0	0	0	0	4.6

Start Time	Market Street Southbound				SR-60 Westbound Off Ramp Westbound				Market Street Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	203	32	235	19	0	149	168	<b>66</b>	65	0	<b>131</b>	0	0	0	0	534
07:30 AM	0	<b>246</b>	25	<b>271</b>	13	0	120	133	50	62	0	112	0	0	0	0	516
07:45 AM	0	217	22	239	<b>31</b>	0	160	191	38	77	0	115	0	0	0	0	<b>545</b>
08:00 AM	0	177	<b>35</b>	212	27	0	<b>167</b>	<b>194</b>	42	<b>84</b>	0	126	0	0	0	0	532
Total Volume	0	843	114	957	90	0	596	686	196	288	0	484	0	0	0	0	2127
% App. Total	0	88.1	11.9		13.1	0	86.9		40.5	59.5	0		0	0	0		
PHF	.000	.857	.814	.883	.726	.000	.892	.884	.742	.857	.000	.924	.000	.000	.000	.000	.976



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				07:45 AM				07:15 AM				07:00 AM			
+0 mins.	0	203	32	235	<b>31</b>	0	160	191	<b>66</b>	65	0	<b>131</b>	0	0	0	0
+15 mins.	0	<b>246</b>	25	<b>271</b>	27	0	<b>167</b>	<b>194</b>	50	62	0	112	0	0	0	0
+30 mins.	0	217	22	239	17	0	145	162	38	77	0	115	0	0	0	0
+45 mins.	0	177	<b>35</b>	212	23	0	134	157	42	<b>84</b>	0	126	0	0	0	0
Total Volume	0	843	114	957	98	0	606	704	196	288	0	484	0	0	0	0
% App. Total	0	88.1	11.9		13.9	0	86.1		40.5	59.5	0		0	0	0	
PHF	.000	.857	.814	.883	.790	.000	.907	.907	.742	.857	.000	.924	.000	.000	.000	.000



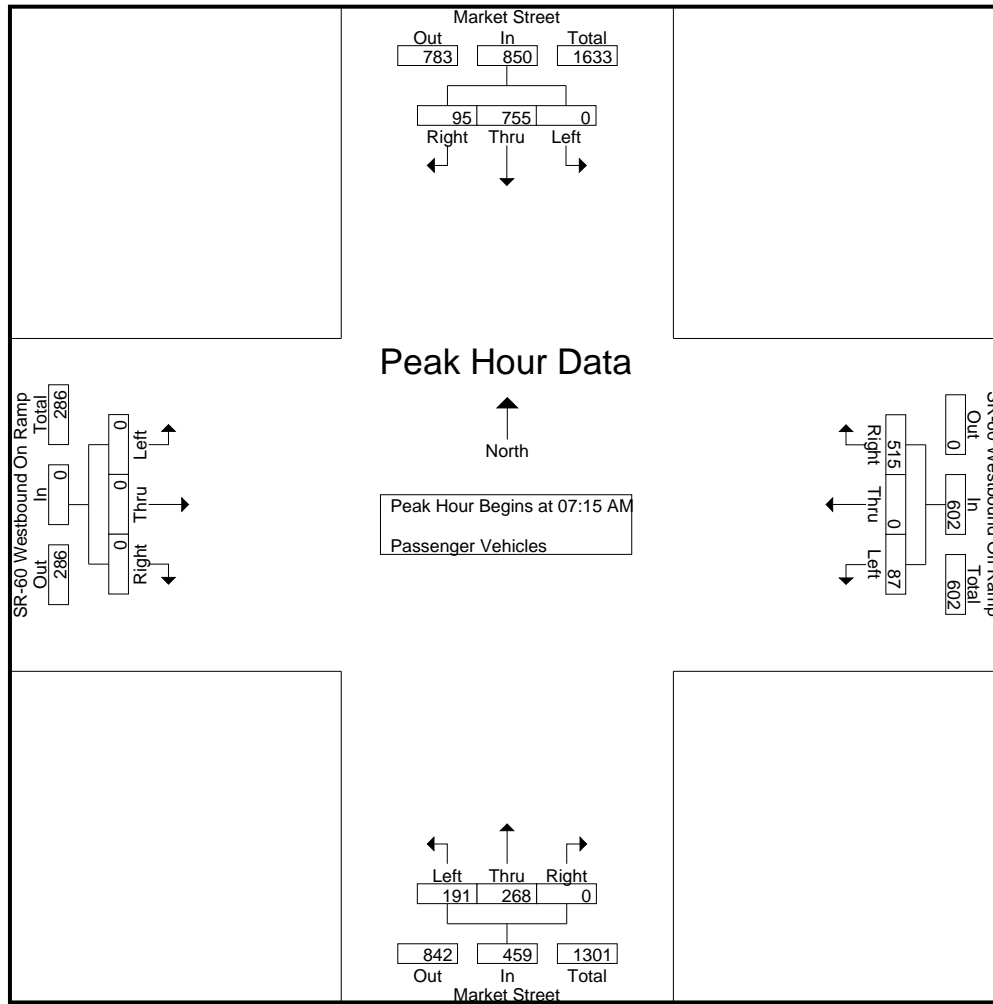
City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Westbound Ramps  
 Weather: Clear

File Name : 10\_JVY\_Market\_60W AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Market Street Southbound				SR-60 Westbound Off Ramp Westbound				Market Street Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	152	19	171	3	1	139	143	36	64	0	100	0	0	0	0	414
07:15 AM	0	175	26	201	19	0	124	143	66	60	0	126	0	0	0	0	470
07:30 AM	0	232	21	253	12	0	107	119	49	57	0	106	0	0	0	0	478
07:45 AM	0	191	17	208	30	0	138	168	37	72	0	109	0	0	0	0	485
Total	0	750	83	833	64	1	508	573	188	253	0	441	0	0	0	0	1847
08:00 AM	0	157	31	188	26	0	146	172	39	79	0	118	0	0	0	0	478
08:15 AM	0	139	29	168	16	0	122	138	53	61	0	114	0	0	0	0	420
08:30 AM	0	171	24	195	22	0	109	131	33	43	0	76	0	0	0	0	402
08:45 AM	0	161	21	182	15	0	110	125	36	50	0	86	0	0	0	0	393
Total	0	628	105	733	79	0	487	566	161	233	0	394	0	0	0	0	1693
Grand Total	0	1378	188	1566	143	1	995	1139	349	486	0	835	0	0	0	0	3540
Apprch %	0	88	12		12.6	0.1	87.4		41.8	58.2	0		0	0	0		
Total %	0	38.9	5.3	44.2	4	0	28.1	32.2	9.9	13.7	0	23.6	0	0	0	0	

Start Time	Market Street Southbound				SR-60 Westbound Off Ramp Westbound				Market Street Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	175	26	201	19	0	124	143	<b>66</b>	60	0	<b>126</b>	0	0	0	0	470
07:30 AM	0	<b>232</b>	21	<b>253</b>	12	0	107	119	49	57	0	106	0	0	0	0	478
07:45 AM	0	191	17	208	<b>30</b>	0	138	168	37	72	0	109	0	0	0	0	<b>485</b>
08:00 AM	0	157	<b>31</b>	188	26	0	<b>146</b>	<b>172</b>	39	<b>79</b>	0	118	0	0	0	0	478
Total Volume	0	755	95	850	87	0	515	602	191	268	0	459	0	0	0	0	1911
% App. Total	0	88.8	11.2		14.5	0	85.5		41.6	58.4	0		0	0	0		
PHF	.000	.814	.766	.840	.725	.000	.882	.875	.723	.848	.000	.911	.000	.000	.000	.000	.985



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	175	26	201	19	0	124	143	<b>66</b>	60	0	<b>126</b>	0	0	0	0
+15 mins.	0	<b>232</b>	21	<b>253</b>	12	0	107	119	49	57	0	106	0	0	0	0
+30 mins.	0	191	17	208	<b>30</b>	0	138	168	37	72	0	109	0	0	0	0
+45 mins.	0	157	<b>31</b>	188	26	0	<b>146</b>	<b>172</b>	39	<b>79</b>	0	118	0	0	0	0
Total Volume	0	755	95	850	87	0	515	602	191	268	0	459	0	0	0	0
% App. Total	0	88.8	11.2		14.5	0	85.5		41.6	58.4	0		0	0	0	
PHF	.000	.814	.766	.840	.725	.000	.882	.875	.723	.848	.000	.911	.000	.000	.000	.000

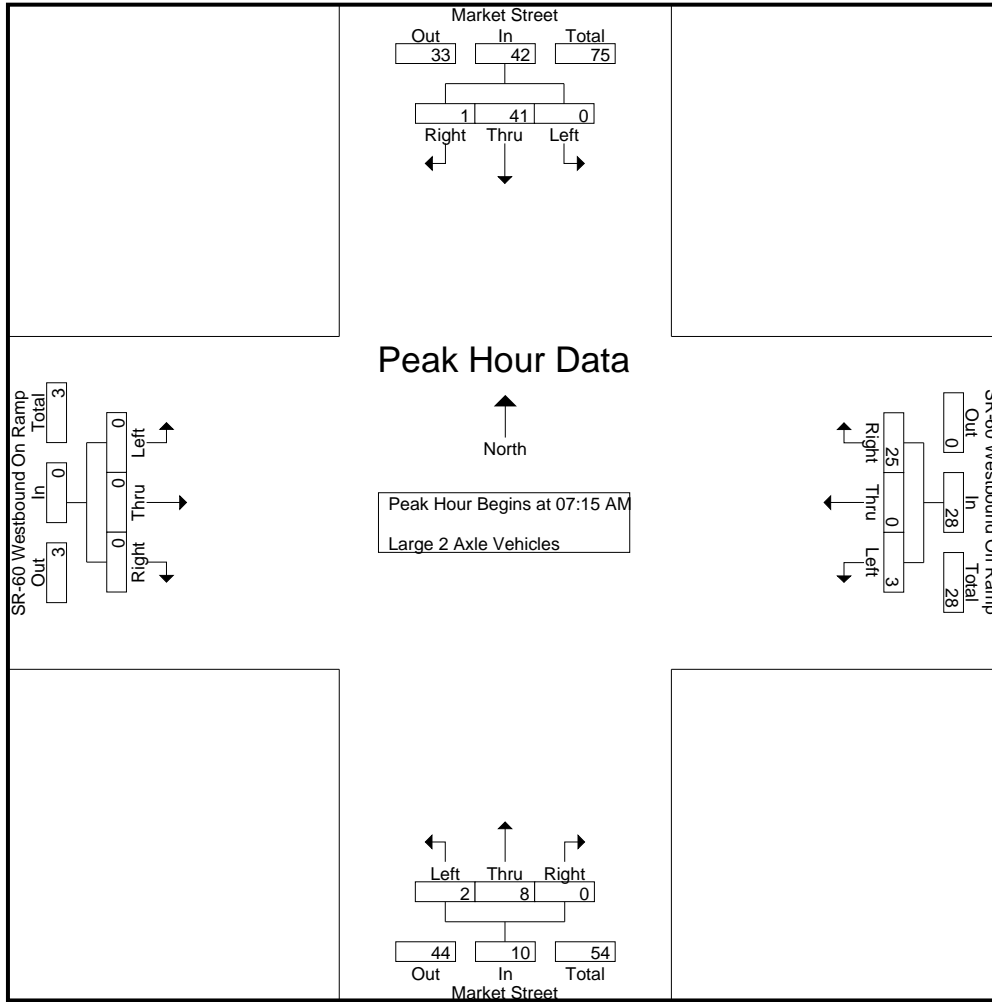
City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Westbound Ramps  
 Weather: Clear

File Name : 10\_JVY\_Market\_60W AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Market Street Southbound				SR-60 Westbound Off Ramp Westbound				Market Street Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	7	2	9	1	0	3	4	2	3	0	5	0	0	0	0	18
07:15 AM	0	16	0	16	0	0	6	6	0	3	0	3	0	0	0	0	25
07:30 AM	0	8	0	8	1	0	4	5	1	1	0	2	0	0	0	0	15
07:45 AM	0	11	0	11	1	0	7	8	0	2	0	2	0	0	0	0	21
Total	0	42	2	44	3	0	20	23	3	9	0	12	0	0	0	0	79
08:00 AM	0	6	1	7	1	0	8	9	1	2	0	3	0	0	0	0	19
08:15 AM	0	7	0	7	0	0	9	9	1	3	0	4	0	0	0	0	20
08:30 AM	0	6	0	6	1	0	11	12	2	2	0	4	0	0	0	0	22
08:45 AM	0	10	1	11	1	0	9	10	3	1	0	4	0	0	0	0	25
Total	0	29	2	31	3	0	37	40	7	8	0	15	0	0	0	0	86
Grand Total	0	71	4	75	6	0	57	63	10	17	0	27	0	0	0	0	165
Apprch %	0	94.7	5.3		9.5	0	90.5		37	63	0		0	0	0		
Total %	0	43	2.4	45.5	3.6	0	34.5	38.2	6.1	10.3	0	16.4	0	0	0	0	

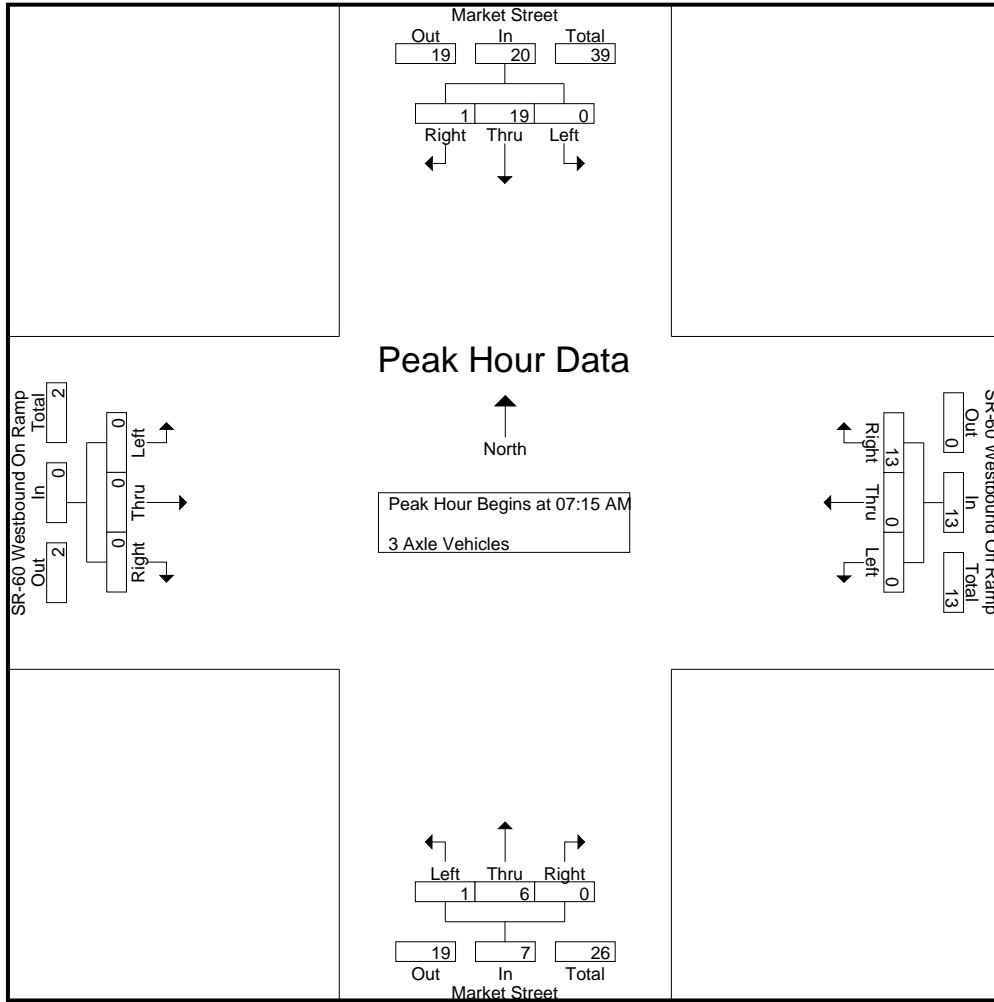
Start Time	Market Street Southbound				SR-60 Westbound Off Ramp Westbound				Market Street Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	16	0	16	0	0	6	6	0	3	0	3	0	0	0	0	25
07:30 AM	0	8	0	8	1	0	4	5	1	1	0	2	0	0	0	0	15
07:45 AM	0	11	0	11	1	0	7	8	0	2	0	2	0	0	0	0	21
08:00 AM	0	6	1	7	1	0	8	9	1	2	0	3	0	0	0	0	19
Total Volume	0	41	1	42	3	0	25	28	2	8	0	10	0	0	0	0	80
% App. Total	0	97.6	2.4		10.7	0	89.3		20	80	0		0	0	0		
PHF	.000	.641	.250	.656	.750	.000	.781	.778	.500	.667	.000	.833	.000	.000	.000	.000	.800



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	16	0	16	0	0	6	6	0	3	0	3	0	0	0	0
+15 mins.	0	8	0	8	1	0	4	5	1	1	0	2	0	0	0	0
+30 mins.	0	11	0	11	1	0	7	8	0	2	0	2	0	0	0	0
+45 mins.	0	6	1	7	1	0	8	9	1	2	0	3	0	0	0	0
Total Volume	0	41	1	42	3	0	25	28	2	8	0	10	0	0	0	0
% App. Total	0	97.6	2.4		10.7	0	89.3		20	80	0		0	0	0	
PHF	.000	.641	.250	.656	.750	.000	.781	.778	.500	.667	.000	.833	.000	.000	.000	.000





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	0	0	4	4	0	1	0	1	0	0	0	0
+15 mins.	0	4	1	5	0	0	2	2	0	2	0	2	0	0	0	0
+30 mins.	0	2	0	2	0	0	3	3	0	1	0	1	0	0	0	0
+45 mins.	0	6	0	6	0	0	4	4	1	2	0	3	0	0	0	0
Total Volume	0	19	1	20	0	0	13	13	1	6	0	7	0	0	0	0
% App. Total	0	95	5		0	0	100		14.3	85.7	0		0	0	0	
PHF	.000	.679	.250	.714	.000	.000	.813	.813	.250	.750	.000	.583	.000	.000	.000	.000

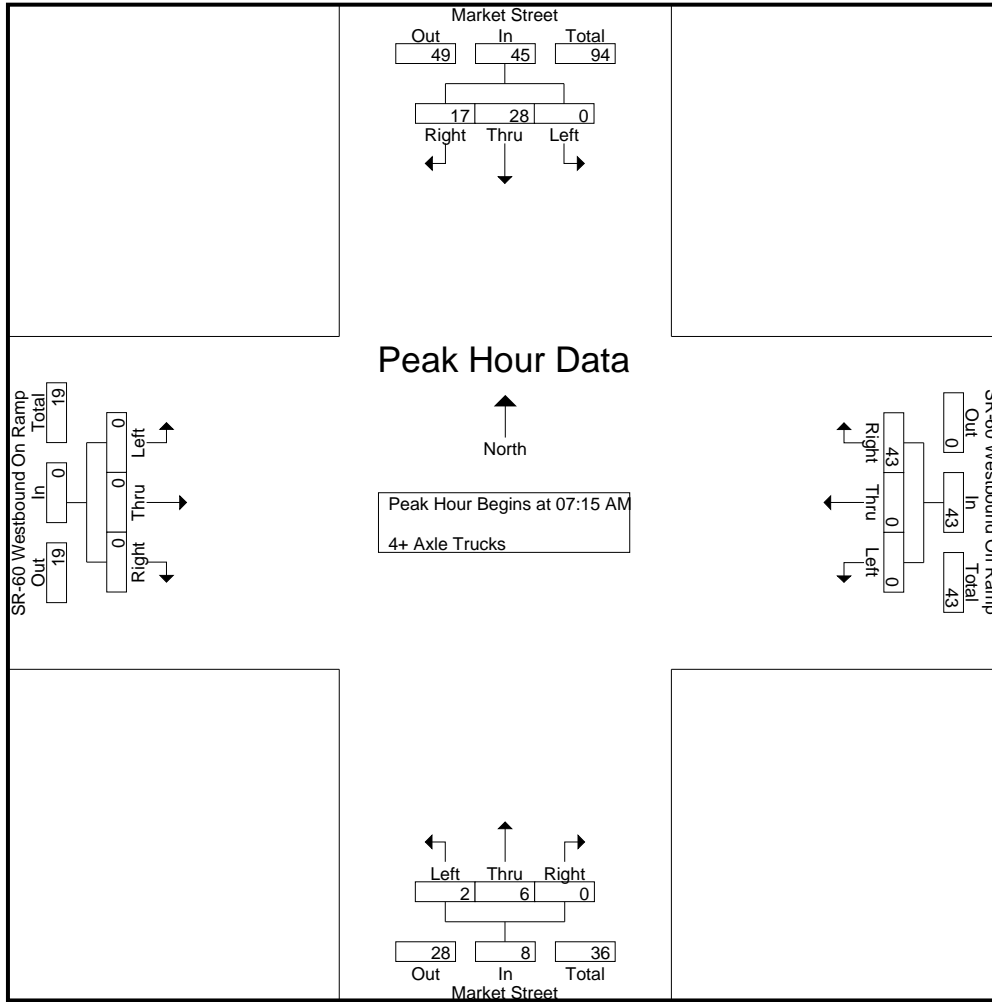
City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Westbound Ramps  
 Weather: Clear

File Name : 10\_JVY\_Market\_60W AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Market Street Southbound				SR-60 Westbound Off Ramp Westbound				Market Street Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	10	2	12	0	0	6	6	0	3	0	3	0	0	0	0	21
07:15 AM	0	5	6	11	0	0	15	15	0	1	0	1	0	0	0	0	27
07:30 AM	0	2	3	5	0	0	7	7	0	2	0	2	0	0	0	0	14
07:45 AM	0	13	5	18	0	0	12	12	1	2	0	3	0	0	0	0	33
Total	0	30	16	46	0	0	40	40	1	8	0	9	0	0	0	0	95
08:00 AM	0	8	3	11	0	0	9	9	1	1	0	2	0	0	0	0	22
08:15 AM	0	5	1	6	1	0	11	12	0	2	0	2	0	0	0	0	20
08:30 AM	0	6	2	8	0	0	12	12	0	3	0	3	0	0	0	0	23
08:45 AM	0	11	4	15	1	0	8	9	0	0	0	0	0	0	0	0	24
Total	0	30	10	40	2	0	40	42	1	6	0	7	0	0	0	0	89
Grand Total	0	60	26	86	2	0	80	82	2	14	0	16	0	0	0	0	184
Apprch %	0	69.8	30.2		2.4	0	97.6		12.5	87.5	0		0	0	0		
Total %	0	32.6	14.1	46.7	1.1	0	43.5	44.6	1.1	7.6	0	8.7	0	0	0	0	

Start Time	Market Street Southbound				SR-60 Westbound Off Ramp Westbound				Market Street Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	5	6	11	0	0	15	15	0	1	0	1	0	0	0	0	27
07:30 AM	0	2	3	5	0	0	7	7	0	2	0	2	0	0	0	0	14
07:45 AM	0	13	5	18	0	0	12	12	1	2	0	3	0	0	0	0	33
08:00 AM	0	8	3	11	0	0	9	9	1	1	0	2	0	0	0	0	22
Total Volume	0	28	17	45	0	0	43	43	2	6	0	8	0	0	0	0	96
% App. Total	0	62.2	37.8		0	0	100		25	75	0		0	0	0		
PHF	.000	.538	.708	.625	.000	.000	.717	.717	.500	.750	.000	.667	.000	.000	.000	.000	.727



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	5	6	11	0	0	15	15	0	1	0	1	0	0	0	0
+15 mins.	0	2	3	5	0	0	7	7	0	2	0	2	0	0	0	0
+30 mins.	0	13	5	18	0	0	12	12	1	2	0	3	0	0	0	0
+45 mins.	0	8	3	11	0	0	9	9	1	1	0	2	0	0	0	0
Total Volume	0	28	17	45	0	0	43	43	2	6	0	8	0	0	0	0
% App. Total	0	62.2	37.8		0	0	100		25	75	0		0	0	0	
PHF	.000	.538	.708	.625	.000	.000	.717	.717	.500	.750	.000	.667	.000	.000	.000	.000



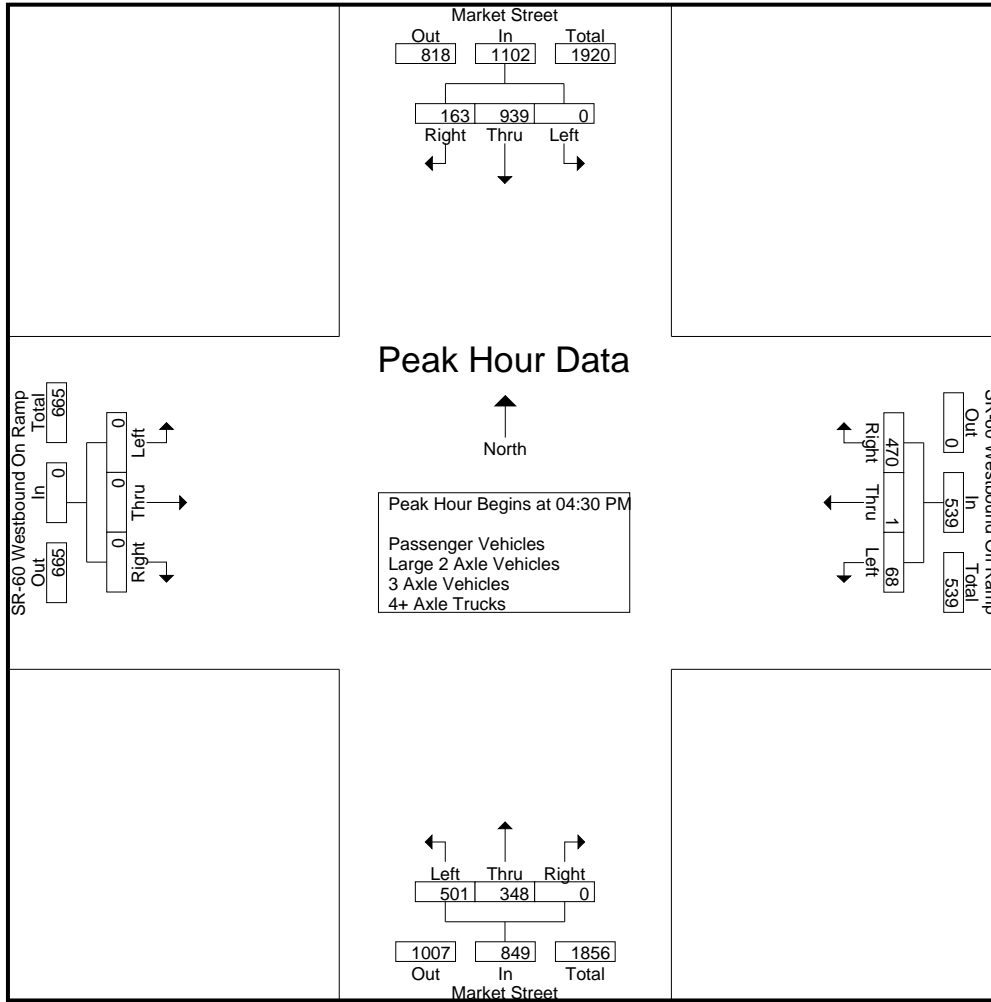
City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Westbound Ramps  
 Weather: Clear

File Name : 10\_JVY\_Market\_60W PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

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

Start Time	Market Street Southbound				SR-60 Westbound Off Ramp Westbound				Market Street Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	234	24	258	23	0	120	143	85	94	0	179	0	0	0	0	580
04:15 PM	0	235	30	265	14	0	140	154	67	72	0	139	0	0	0	0	558
04:30 PM	0	256	46	302	18	1	111	130	119	81	0	200	0	0	0	0	632
04:45 PM	0	224	36	260	18	0	117	135	138	94	0	232	0	0	0	0	627
Total	0	949	136	1085	73	1	488	562	409	341	0	750	0	0	0	0	2397
05:00 PM	0	252	48	300	12	0	127	139	111	76	0	187	0	0	0	0	626
05:15 PM	0	207	33	240	20	0	115	135	133	97	0	230	0	0	0	0	605
05:30 PM	0	192	29	221	23	2	118	143	130	82	0	212	0	0	0	0	576
05:45 PM	0	179	22	201	19	0	108	127	88	74	0	162	0	0	0	0	490
Total	0	830	132	962	74	2	468	544	462	329	0	791	0	0	0	0	2297
Grand Total	0	1779	268	2047	147	3	956	1106	871	670	0	1541	0	0	0	0	4694
Apprch %	0	86.9	13.1		13.3	0.3	86.4		56.5	43.5	0		0	0	0		
Total %	0	37.9	5.7	43.6	3.1	0.1	20.4	23.6	18.6	14.3	0	32.8	0	0	0	0	
Passenger Vehicles	0	1689	240	1929	143	3	808	954	861	633	0	1494	0	0	0	0	4377
% Passenger Vehicles	0	94.9	89.6	94.2	97.3	100	84.5	86.3	98.9	94.5	0	97	0	0	0	0	93.2
Large 2 Axle Vehicles	0	24	4	28	2	0	47	49	8	8	0	16	0	0	0	0	93
% Large 2 Axle Vehicles	0	1.3	1.5	1.4	1.4	0	4.9	4.4	0.9	1.2	0	1	0	0	0	0	2
3 Axle Vehicles	0	34	3	37	1	0	34	35	0	21	0	21	0	0	0	0	93
% 3 Axle Vehicles	0	1.9	1.1	1.8	0.7	0	3.6	3.2	0	3.1	0	1.4	0	0	0	0	2
4+ Axle Trucks	0	32	21	53	1	0	67	68	2	8	0	10	0	0	0	0	131
% 4+ Axle Trucks	0	1.8	7.8	2.6	0.7	0	7	6.1	0.2	1.2	0	0.6	0	0	0	0	2.8

Start Time	Market Street Southbound				SR-60 Westbound Off Ramp Westbound				Market Street Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	256	46	302	18	1	111	130	119	81	0	200	0	0	0	0	632
04:45 PM	0	224	36	260	18	0	117	135	138	94	0	232	0	0	0	0	627
05:00 PM	0	252	48	300	12	0	127	139	111	76	0	187	0	0	0	0	626
05:15 PM	0	207	33	240	20	0	115	135	133	97	0	230	0	0	0	0	605
Total Volume	0	939	163	1102	68	1	470	539	501	348	0	849	0	0	0	0	2490
% App. Total	0	85.2	14.8		12.6	0.2	87.2		59	41	0		0	0	0		
PHF	.000	.917	.849	.912	.850	.250	.925	.969	.908	.897	.000	.915	.000	.000	.000	.000	.985



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				04:45 PM				04:00 PM			
+0 mins.	0	235	30	265	<b>23</b>	0	120	143	<b>138</b>	94	0	<b>232</b>	0	0	0	0
+15 mins.	0	<b>256</b>	46	<b>302</b>	14	0	<b>140</b>	<b>154</b>	111	76	0	187	0	0	0	0
+30 mins.	0	224	36	260	18	<b>1</b>	111	130	133	<b>97</b>	0	230	0	0	0	0
+45 mins.	0	252	<b>48</b>	300	18	0	117	135	130	82	0	212	0	0	0	0
Total Volume	0	967	160	1127	73	1	488	562	512	349	0	861	0	0	0	0
% App. Total	0	85.8	14.2		13	0.2	86.8		59.5	40.5	0		0	0	0	
PHF	.000	.944	.833	.933	.793	.250	.871	.912	.928	.899	.000	.928	.000	.000	.000	.000

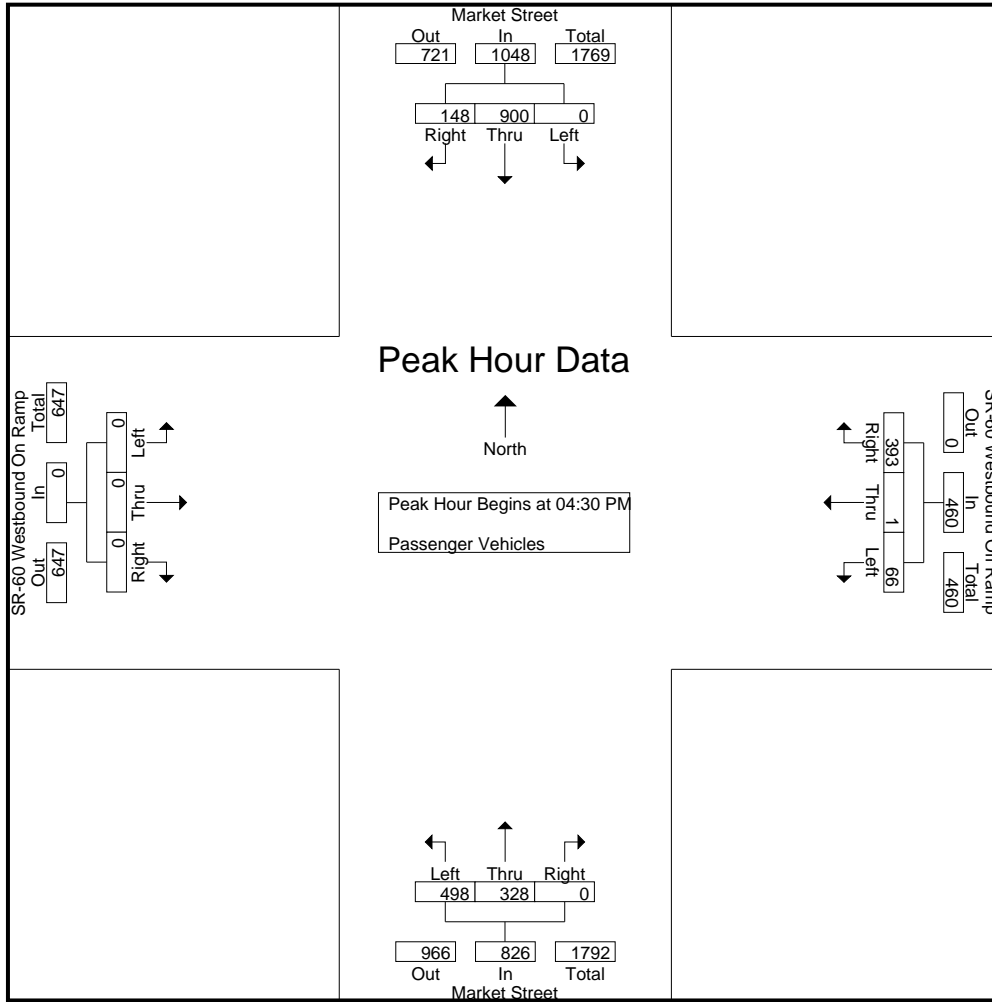
City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Westbound Ramps  
 Weather: Clear

File Name : 10\_JVY\_Market\_60W PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Market Street Southbound				SR-60 Westbound Off Ramp Westbound				Market Street Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	223	21	244	23	0	95	118	81	86	0	167	0	0	0	0	529
04:15 PM	0	218	25	243	12	0	115	127	66	67	0	133	0	0	0	0	503
04:30 PM	0	244	42	286	17	1	87	105	118	78	0	196	0	0	0	0	587
04:45 PM	0	208	30	238	18	0	102	120	138	88	0	226	0	0	0	0	584
Total	0	893	118	1011	70	1	399	470	403	319	0	722	0	0	0	0	2203
05:00 PM	0	246	47	293	11	0	101	112	111	69	0	180	0	0	0	0	585
05:15 PM	0	202	29	231	20	0	103	123	131	93	0	224	0	0	0	0	578
05:30 PM	0	178	26	204	23	2	106	131	130	79	0	209	0	0	0	0	544
05:45 PM	0	170	20	190	19	0	99	118	86	73	0	159	0	0	0	0	467
Total	0	796	122	918	73	2	409	484	458	314	0	772	0	0	0	0	2174
Grand Total	0	1689	240	1929	143	3	808	954	861	633	0	1494	0	0	0	0	4377
Apprch %	0	87.6	12.4		15	0.3	84.7		57.6	42.4	0		0	0	0		
Total %	0	38.6	5.5	44.1	3.3	0.1	18.5	21.8	19.7	14.5	0	34.1	0	0	0	0	

Start Time	Market Street Southbound				SR-60 Westbound Off Ramp Westbound				Market Street Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	244	42	286	17	1	87	105	118	78	0	196	0	0	0	0	<b>587</b>
04:45 PM	0	208	30	238	18	0	102	120	<b>138</b>	88	0	<b>226</b>	0	0	0	0	584
05:00 PM	0	<b>246</b>	<b>47</b>	<b>293</b>	11	0	101	112	111	69	0	180	0	0	0	0	585
05:15 PM	0	202	29	231	<b>20</b>	0	<b>103</b>	<b>123</b>	131	<b>93</b>	0	224	0	0	0	0	578
Total Volume	0	900	148	1048	66	1	393	460	498	328	0	826	0	0	0	0	2334
% App. Total	0	85.9	14.1		14.3	0.2	85.4		60.3	39.7	0		0	0	0		
PHF	.000	.915	.787	.894	.825	.250	.954	.935	.902	.882	.000	.914	.000	.000	.000	.000	.994



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	244	42	286	17	<b>1</b>	87	105	118	78	0	196	0	0	0	0
+15 mins.	0	208	30	238	18	0	102	120	<b>138</b>	88	0	<b>226</b>	0	0	0	0
+30 mins.	0	<b>246</b>	<b>47</b>	<b>293</b>	11	0	101	112	111	69	0	180	0	0	0	0
+45 mins.	0	202	29	231	<b>20</b>	0	<b>103</b>	<b>123</b>	131	<b>93</b>	0	224	0	0	0	0
Total Volume	0	900	148	1048	66	1	393	460	498	328	0	826	0	0	0	0
% App. Total	0	85.9	14.1		14.3	0.2	85.4		60.3	39.7	0		0	0	0	
PHF	.000	.915	.787	.894	.825	.250	.954	.935	.902	.882	.000	.914	.000	.000	.000	.000

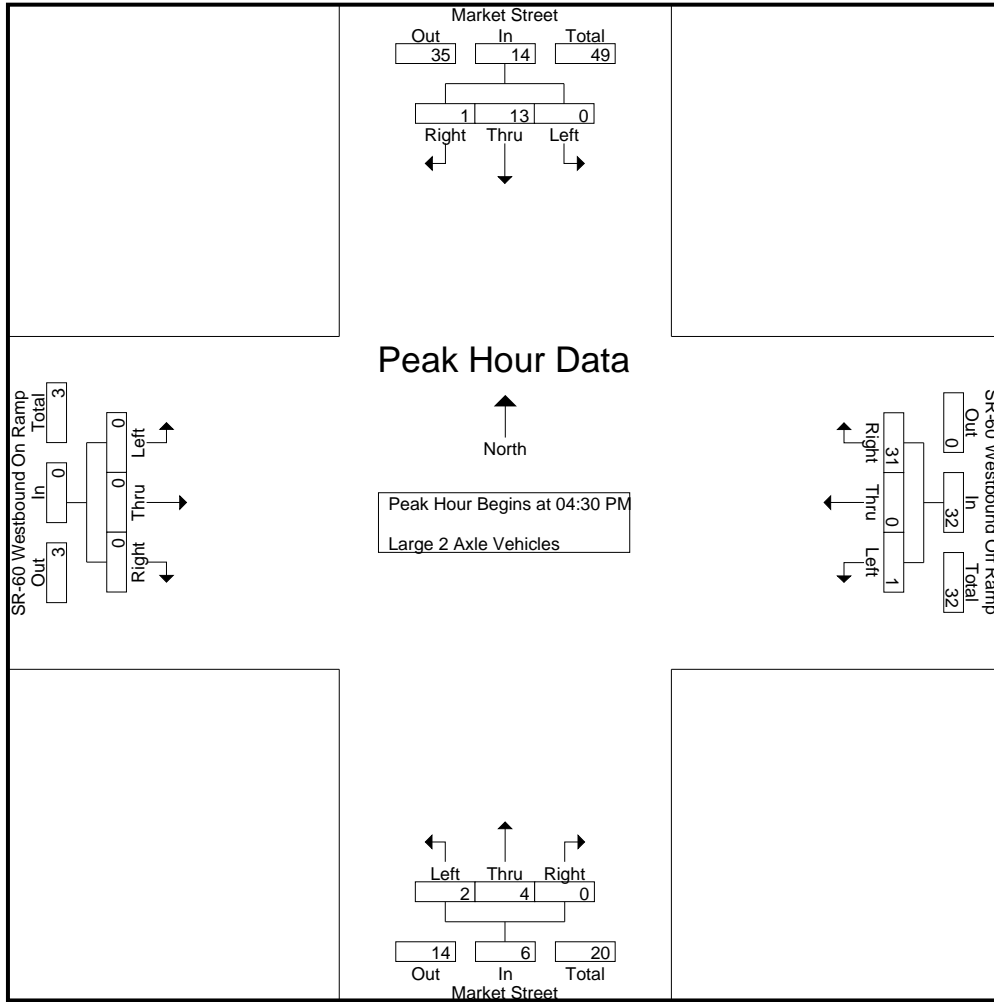
City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Westbound Ramps  
 Weather: Clear

File Name : 10\_JVY\_Market\_60W PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Market Street Southbound				SR-60 Westbound Off Ramp Westbound				Market Street Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	2	0	2	0	0	5	5	4	2	0	6	0	0	0	0	13
04:15 PM	0	4	2	6	1	0	5	6	1	1	0	2	0	0	0	0	14
04:30 PM	0	1	0	1	1	0	9	10	1	1	0	2	0	0	0	0	13
04:45 PM	0	7	1	8	0	0	7	7	0	2	0	2	0	0	0	0	17
Total	0	14	3	17	2	0	26	28	6	6	0	12	0	0	0	0	57
05:00 PM	0	4	0	4	0	0	10	10	0	0	0	0	0	0	0	0	14
05:15 PM	0	1	0	1	0	0	5	5	1	1	0	2	0	0	0	0	8
05:30 PM	0	3	1	4	0	0	2	2	0	0	0	0	0	0	0	0	6
05:45 PM	0	2	0	2	0	0	4	4	1	1	0	2	0	0	0	0	8
Total	0	10	1	11	0	0	21	21	2	2	0	4	0	0	0	0	36
Grand Total	0	24	4	28	2	0	47	49	8	8	0	16	0	0	0	0	93
Apprch %	0	85.7	14.3		4.1	0	95.9		50	50	0		0	0	0		
Total %	0	25.8	4.3	30.1	2.2	0	50.5	52.7	8.6	8.6	0	17.2	0	0	0	0	

Start Time	Market Street Southbound				SR-60 Westbound Off Ramp Westbound				Market Street Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	1	0	1	1	0	9	10	1	1	0	2	0	0	0	0	13
04:45 PM	0	7	1	8	0	0	7	7	0	2	0	2	0	0	0	0	17
05:00 PM	0	4	0	4	0	0	10	10	0	0	0	0	0	0	0	0	14
05:15 PM	0	1	0	1	0	0	5	5	1	1	0	2	0	0	0	0	8
Total Volume	0	13	1	14	1	0	31	32	2	4	0	6	0	0	0	0	52
% App. Total	0	92.9	7.1		3.1	0	96.9		33.3	66.7	0		0	0	0		
PHF	.000	.464	.250	.438	.250	.000	.775	.800	.500	.500	.000	.750	.000	.000	.000	.000	.765



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	1	0	1	1	0	9	10	1	1	0	2	0	0	0	0
+15 mins.	0	7	1	8	0	0	7	7	0	2	0	2	0	0	0	0
+30 mins.	0	4	0	4	0	0	10	10	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	5	5	1	1	0	2	0	0	0	0
Total Volume	0	13	1	14	1	0	31	32	2	4	0	6	0	0	0	0
% App. Total	0	92.9	7.1		3.1	0	96.9		33.3	66.7	0		0	0	0	
PHF	.000	.464	.250	.438	.250	.000	.775	.800	.500	.500	.000	.750	.000	.000	.000	.000

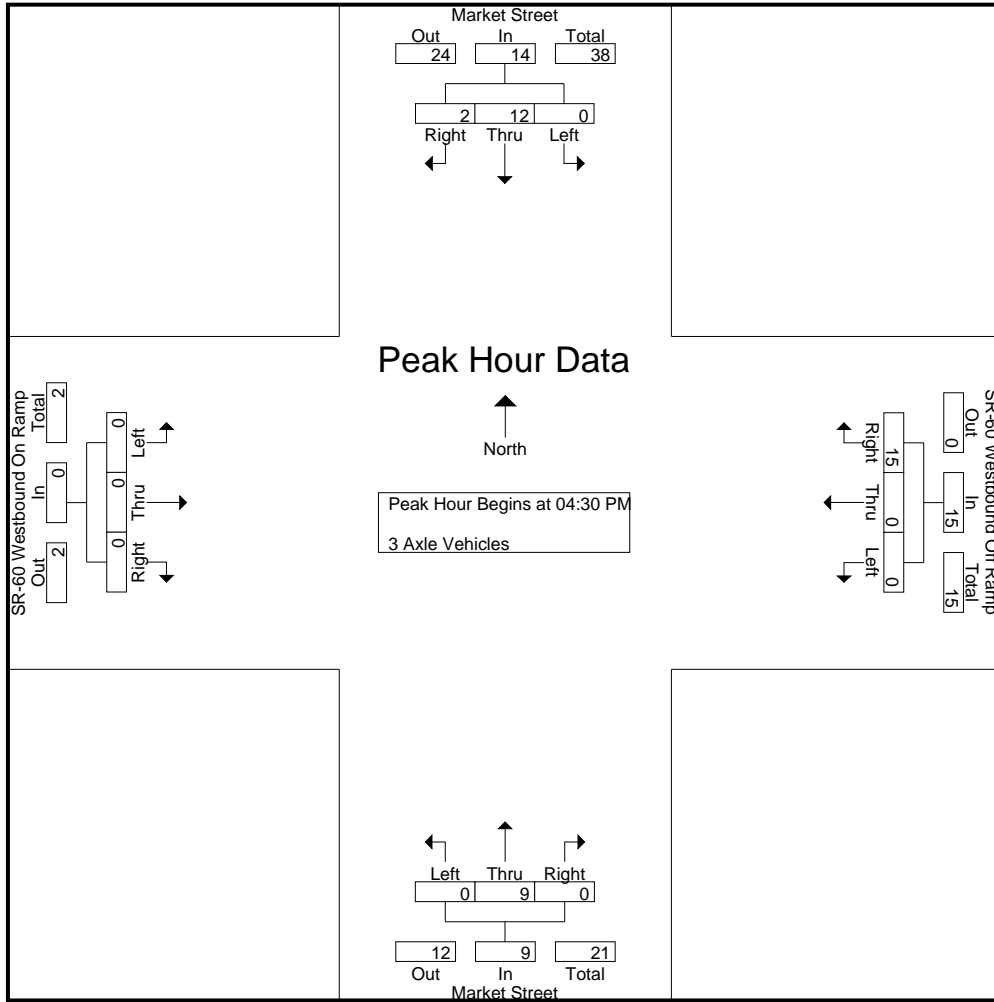
City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Westbound Ramps  
 Weather: Clear

File Name : 10\_JVY\_Market\_60W PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Market Street Southbound				SR-60 Westbound Off Ramp Westbound				Market Street Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	4	0	4	0	0	7	7	0	6	0	6	0	0	0	0	17
04:15 PM	0	8	0	8	1	0	8	9	0	3	0	3	0	0	0	0	20
04:30 PM	0	7	1	8	0	0	6	6	0	0	0	0	0	0	0	0	14
04:45 PM	0	3	1	4	0	0	3	3	0	2	0	2	0	0	0	0	9
Total	0	22	2	24	1	0	24	25	0	11	0	11	0	0	0	0	60
05:00 PM	0	0	0	0	0	0	5	5	0	5	0	5	0	0	0	0	10
05:15 PM	0	2	0	2	0	0	1	1	0	2	0	2	0	0	0	0	5
05:30 PM	0	5	1	6	0	0	2	2	0	3	0	3	0	0	0	0	11
05:45 PM	0	5	0	5	0	0	2	2	0	0	0	0	0	0	0	0	7
Total	0	12	1	13	0	0	10	10	0	10	0	10	0	0	0	0	33
Grand Total	0	34	3	37	1	0	34	35	0	21	0	21	0	0	0	0	93
Apprch %	0	91.9	8.1		2.9	0	97.1		0	100	0		0	0	0		
Total %	0	36.6	3.2	39.8	1.1	0	36.6	37.6	0	22.6	0	22.6	0	0	0	0	

Start Time	Market Street Southbound				SR-60 Westbound Off Ramp Westbound				Market Street Northbound				SR-60 Westbound On Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	<b>7</b>	<b>1</b>	<b>8</b>	0	0	<b>6</b>	<b>6</b>	0	0	0	0	0	0	0	0	<b>14</b>
04:45 PM	0	3	1	4	0	0	3	3	0	2	0	2	0	0	0	0	9
05:00 PM	0	0	0	0	0	0	5	5	0	<b>5</b>	0	<b>5</b>	0	0	0	0	10
05:15 PM	0	2	0	2	0	0	1	1	0	2	0	2	0	0	0	0	5
Total Volume	0	12	2	14	0	0	15	15	0	9	0	9	0	0	0	0	38
% App. Total	0	85.7	14.3		0	0	100		0	100	0		0	0	0		
PHF	.000	.429	.500	.438	.000	.000	.625	.625	.000	.450	.000	.450	.000	.000	.000	.000	.679

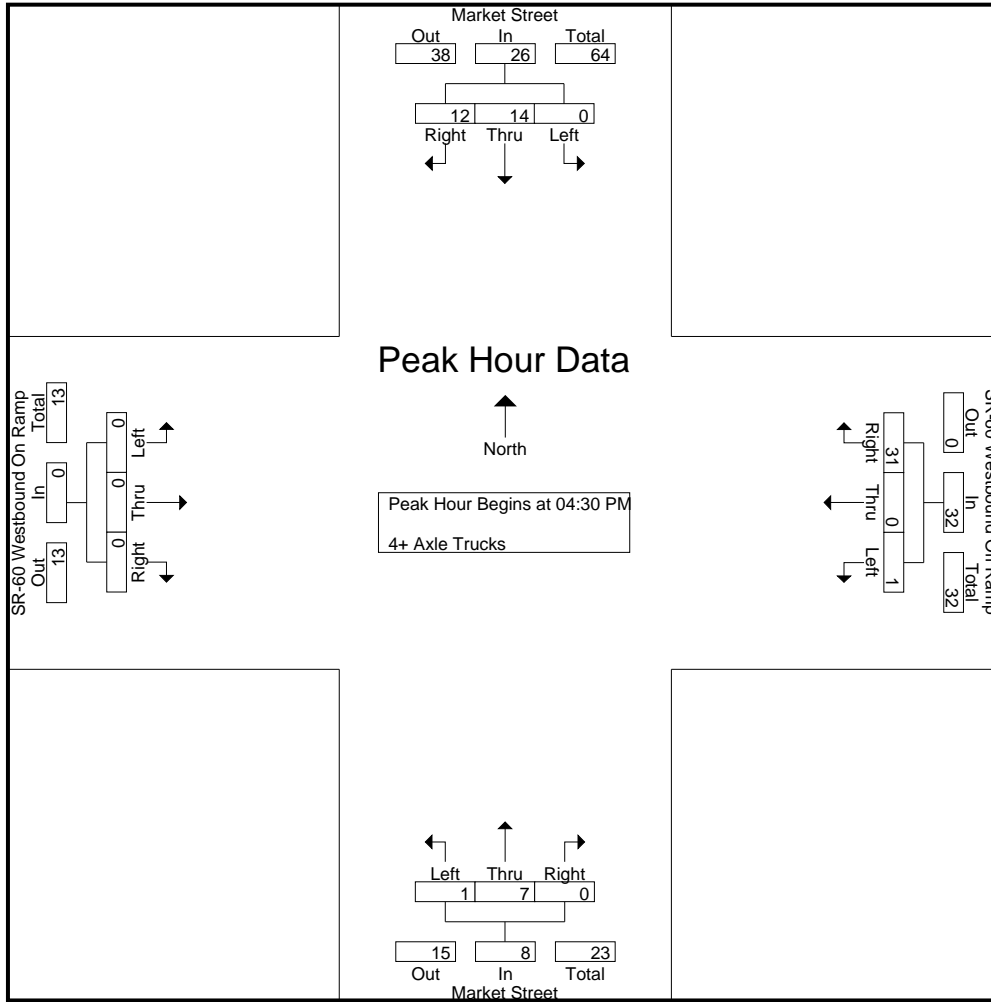


Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	7	1	8	0	0	6	6	0	0	0	0	0	0	0	0
+15 mins.	0	3	1	4	0	0	3	3	0	2	0	2	0	0	0	0
+30 mins.	0	0	0	0	0	0	5	5	0	5	0	5	0	0	0	0
+45 mins.	0	2	0	2	0	0	1	1	0	2	0	2	0	0	0	0
Total Volume	0	12	2	14	0	0	15	15	0	9	0	9	0	0	0	0
% App. Total	0	85.7	14.3		0	0	100		0	100	0		0	0	0	
PHF	.000	.429	.500	.438	.000	.000	.625	.625	.000	.450	.000	.450	.000	.000	.000	.000







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	4	3	7	0	0	9	9	0	<b>2</b>	0	<b>2</b>	0	0	0	0
+15 mins.	0	<b>6</b>	<b>4</b>	<b>10</b>	0	0	5	5	0	2	0	2	0	0	0	0
+30 mins.	0	2	1	3	<b>1</b>	0	<b>11</b>	<b>12</b>	0	2	0	2	0	0	0	0
+45 mins.	0	2	4	6	0	0	6	6	<b>1</b>	1	0	2	0	0	0	0
Total Volume	0	14	12	26	1	0	31	32	1	7	0	8	0	0	0	0
% App. Total	0	53.8	46.2		3.1	0	96.9		12.5	87.5	0		0	0	0	
PHF	.000	.583	.750	.650	.250	.000	.705	.667	.250	.875	.000	1.000	.000	.000	.000	.000

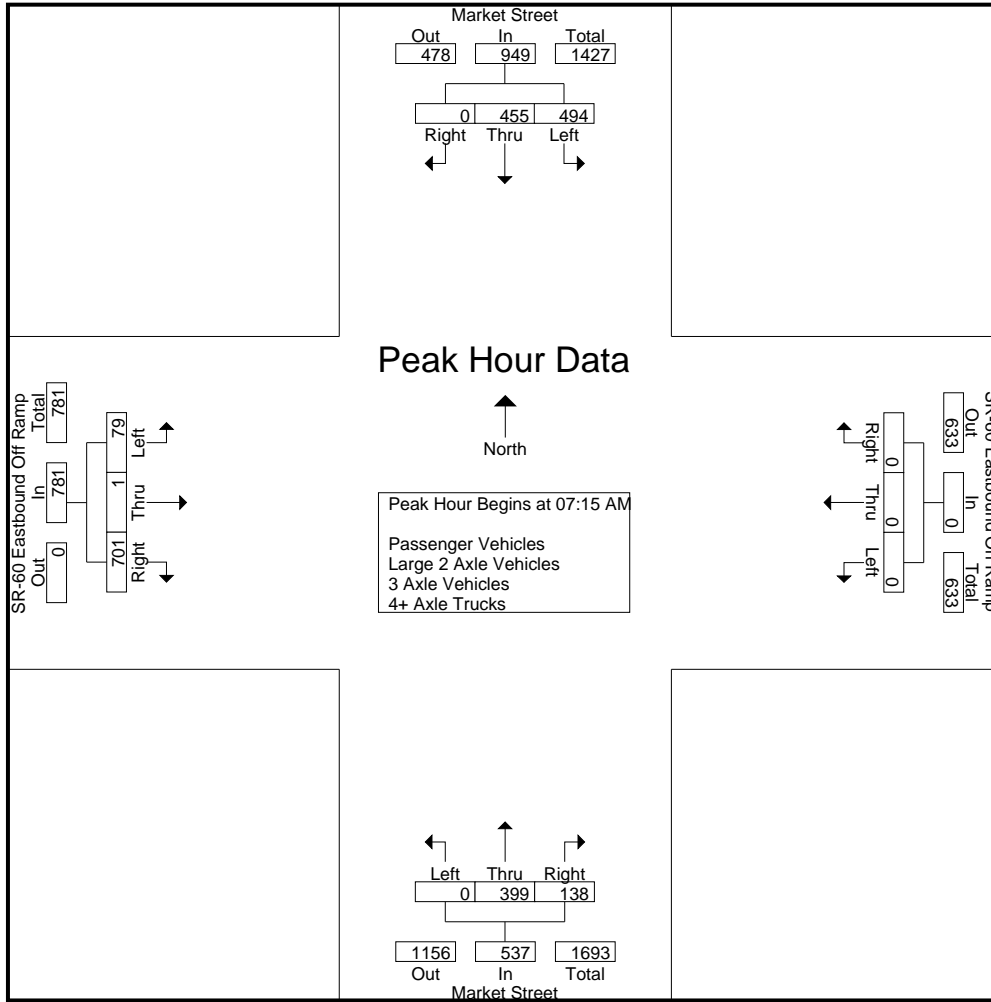
City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Eastbound Ramps  
 Weather: Clear

File Name : 11\_JVY\_Market\_60E AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

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

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	108	72	0	180	0	0	0	0	0	92	25	117	26	0	157	183	480
07:15 AM	122	103	0	225	0	0	0	0	0	108	21	129	14	0	189	203	557
07:30 AM	136	128	0	264	0	0	0	0	0	93	47	140	15	0	195	210	614
07:45 AM	124	133	0	257	0	0	0	0	0	100	37	137	26	0	180	206	600
Total	490	436	0	926	0	0	0	0	0	393	130	523	81	0	721	802	2251
08:00 AM	112	91	0	203	0	0	0	0	0	98	33	131	24	1	137	162	496
08:15 AM	100	75	0	175	0	0	0	0	0	84	49	133	29	9	152	190	498
08:30 AM	126	81	0	207	0	0	0	0	0	76	28	104	12	8	112	132	443
08:45 AM	112	90	0	202	0	0	0	0	0	73	47	120	19	8	100	127	449
Total	450	337	0	787	0	0	0	0	0	331	157	488	84	26	501	611	1886
Grand Total	940	773	0	1713	0	0	0	0	0	724	287	1011	165	26	1222	1413	4137
Apprch %	54.9	45.1	0		0	0	0		0	71.6	28.4		11.7	1.8	86.5		
Total %	22.7	18.7	0	41.4	0	0	0	0	0	17.5	6.9	24.4	4	0.6	29.5	34.2	
Passenger Vehicles	794	741	0	1535	0	0	0	0	0	688	273	961	146	20	1190	1356	3852
% Passenger Vehicles	84.5	95.9	0	89.6	0	0	0	0	0	95	95.1	95.1	88.5	76.9	97.4	96	93.1
Large 2 Axle Vehicles	57	23	0	80	0	0	0	0	0	24	12	36	3	3	20	26	142
% Large 2 Axle Vehicles	6.1	3	0	4.7	0	0	0	0	0	3.3	4.2	3.6	1.8	11.5	1.6	1.8	3.4
3 Axle Vehicles	23	7	0	30	0	0	0	0	0	7	0	7	3	0	5	8	45
% 3 Axle Vehicles	2.4	0.9	0	1.8	0	0	0	0	0	1	0	0.7	1.8	0	0.4	0.6	1.1
4+ Axle Trucks	66	2	0	68	0	0	0	0	0	5	2	7	13	3	7	23	98
% 4+ Axle Trucks	7	0.3	0	4	0	0	0	0	0	0.7	0.7	0.7	7.9	11.5	0.6	1.6	2.4

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	122	103	0	225	0	0	0	0	0	<b>108</b>	21	129	14	0	189	203	557
07:30 AM	<b>136</b>	128	0	<b>264</b>	0	0	0	0	0	93	<b>47</b>	<b>140</b>	15	0	<b>195</b>	<b>210</b>	<b>614</b>
07:45 AM	124	<b>133</b>	0	257	0	0	0	0	0	100	37	137	<b>26</b>	0	180	206	600
08:00 AM	112	91	0	203	0	0	0	0	0	98	33	131	24	<b>1</b>	137	162	496
Total Volume	494	455	0	949	0	0	0	0	0	399	138	537	79	1	701	781	2267
% App. Total	52.1	47.9	0		0	0	0		0	74.3	25.7		10.1	0.1	89.8		
PHF	.908	.855	.000	.899	.000	.000	.000	.000	.000	.924	.734	.959	.760	.250	.899	.930	.923



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				07:30 AM				07:00 AM			
+0 mins.	122	103	0	225	0	0	0	0	0	93	47	140	26	0	157	183
+15 mins.	136	128	0	264	0	0	0	0	0	100	37	137	14	0	189	203
+30 mins.	124	133	0	257	0	0	0	0	0	98	33	131	15	0	195	210
+45 mins.	112	91	0	203	0	0	0	0	0	84	49	133	26	0	180	206
Total Volume	494	455	0	949	0	0	0	0	0	375	166	541	81	0	721	802
% App. Total	52.1	47.9	0		0	0	0	0	0	69.3	30.7		10.1	0	89.9	
PHF	.908	.855	.000	.899	.000	.000	.000	.000	.000	.938	.847	.966	.779	.000	.924	.955

City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Eastbound Ramps  
 Weather: Clear

File Name : 11\_JVY\_Market\_60E AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

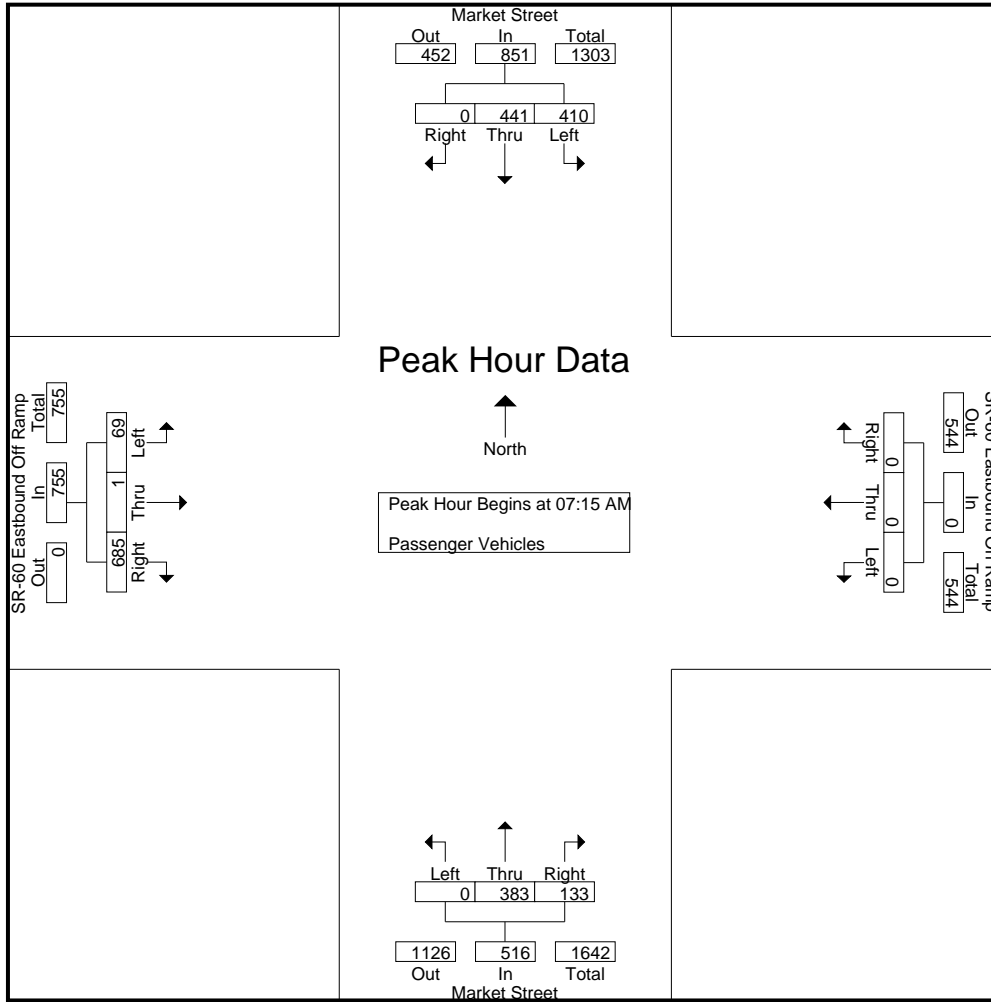
Groups Printed- Passenger Vehicles

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	90	67	0	157	0	0	0	0	0	88	25	113	23	0	152	175	445
07:15 AM	96	101	0	197	0	0	0	0	0	106	21	127	11	0	185	196	520
07:30 AM	122	125	0	247	0	0	0	0	0	90	46	136	12	0	193	205	588
07:45 AM	98	128	0	226	0	0	0	0	0	94	36	130	23	0	175	198	554
Total	406	421	0	827	0	0	0	0	0	378	128	506	69	0	705	774	2107
08:00 AM	94	87	0	181	0	0	0	0	0	93	30	123	23	1	132	156	460
08:15 AM	88	71	0	159	0	0	0	0	0	81	44	125	25	6	146	177	461
08:30 AM	112	79	0	191	0	0	0	0	0	67	26	93	10	6	110	126	410
08:45 AM	94	83	0	177	0	0	0	0	0	69	45	114	19	7	97	123	414
Total	388	320	0	708	0	0	0	0	0	310	145	455	77	20	485	582	1745
Grand Total	794	741	0	1535	0	0	0	0	0	688	273	961	146	20	1190	1356	3852
Apprch %	51.7	48.3	0		0	0	0		0	71.6	28.4		10.8	1.5	87.8		
Total %	20.6	19.2	0	39.8	0	0	0	0	0	17.9	7.1	24.9	3.8	0.5	30.9	35.2	

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	96	101	0	197	0	0	0	0	0	<b>106</b>	21	127	11	0	185	196	520
07:30 AM	<b>122</b>	125	0	<b>247</b>	0	0	0	0	0	90	<b>46</b>	<b>136</b>	12	0	<b>193</b>	<b>205</b>	<b>588</b>
07:45 AM	98	<b>128</b>	0	226	0	0	0	0	0	94	36	130	<b>23</b>	0	175	198	554
08:00 AM	94	87	0	181	0	0	0	0	0	93	30	123	23	<b>1</b>	132	156	460
Total Volume	410	441	0	851	0	0	0	0	0	383	133	516	69	1	685	755	2122
% App. Total	48.2	51.8	0		0	0	0		0	74.2	25.8		9.1	0.1	90.7		
PHF	.840	.861	.000	.861	.000	.000	.000	.000	.000	.903	.723	.949	.750	.250	.887	.921	.902

City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Eastbound Ramps  
 Weather: Clear

File Name : 11\_JVY\_Market\_60E AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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.	96	101	0	197	0	0	0	0	0	<b>106</b>	21	127	11	0	185	196
+15 mins.	<b>122</b>	125	0	<b>247</b>	0	0	0	0	0	90	<b>46</b>	<b>136</b>	12	0	<b>193</b>	<b>205</b>
+30 mins.	98	<b>128</b>	0	226	0	0	0	0	0	94	36	130	<b>23</b>	0	175	198
+45 mins.	94	87	0	181	0	0	0	0	0	93	30	123	23	<b>1</b>	132	156
Total Volume	410	441	0	851	0	0	0	0	0	383	133	516	69	1	685	755
% App. Total	48.2	51.8	0		0	0	0	0	0	74.2	25.8		9.1	0.1	90.7	
PHF	.840	.861	.000	.861	.000	.000	.000	.000	.000	.903	.723	.949	.750	.250	.887	.921

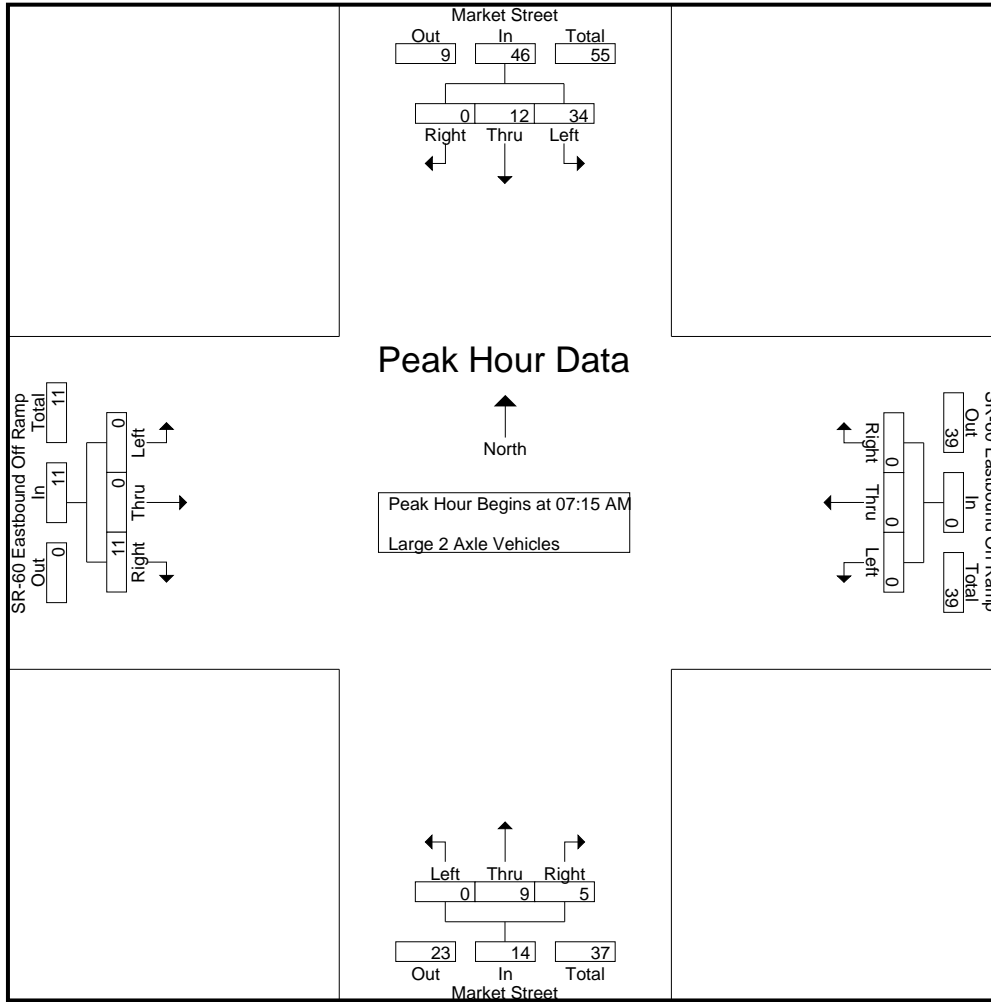
City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Eastbound Ramps  
 Weather: Clear

File Name : 11\_JVY\_Market\_60E AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	3	0	7	0	0	0	0	0	3	0	3	1	0	4	5	15
07:15 AM	12	2	0	14	0	0	0	0	0	2	0	2	0	0	2	2	18
07:30 AM	6	3	0	9	0	0	0	0	0	1	1	2	0	0	1	1	12
07:45 AM	12	3	0	15	0	0	0	0	0	3	1	4	0	0	5	5	24
Total	34	11	0	45	0	0	0	0	0	9	2	11	1	0	12	13	69
08:00 AM	4	4	0	8	0	0	0	0	0	3	3	6	0	0	3	3	17
08:15 AM	7	2	0	9	0	0	0	0	0	3	3	6	2	2	2	6	21
08:30 AM	5	1	0	6	0	0	0	0	0	5	2	7	0	1	1	2	15
08:45 AM	7	5	0	12	0	0	0	0	0	4	2	6	0	0	2	2	20
Total	23	12	0	35	0	0	0	0	0	15	10	25	2	3	8	13	73
Grand Total	57	23	0	80	0	0	0	0	0	24	12	36	3	3	20	26	142
Apprch %	71.2	28.8	0		0	0	0		0	66.7	33.3		11.5	11.5	76.9		
Total %	40.1	16.2	0	56.3	0	0	0	0	0	16.9	8.5	25.4	2.1	2.1	14.1	18.3	

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	2	0	14	0	0	0	0	0	2	0	2	0	0	2	2	18
07:30 AM	6	3	0	9	0	0	0	0	0	1	1	2	0	0	1	1	12
07:45 AM	12	3	0	15	0	0	0	0	0	3	1	4	0	0	5	5	24
08:00 AM	4	4	0	8	0	0	0	0	0	3	3	6	0	0	3	3	17
Total Volume	34	12	0	46	0	0	0	0	0	9	5	14	0	0	11	11	71
% App. Total	73.9	26.1	0		0	0	0		0	64.3	35.7		0	0	100		
PHF	.708	.750	.000	.767	.000	.000	.000	.000	.000	.750	.417	.583	.000	.000	.550	.550	.740



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	2	0	14	0	0	0	0	0	2	0	2	0	0	2	2
+15 mins.	6	3	0	9	0	0	0	0	0	1	1	2	0	0	1	1
+30 mins.	12	3	0	15	0	0	0	0	0	3	1	4	0	0	5	5
+45 mins.	4	4	0	8	0	0	0	0	0	3	3	6	0	0	3	3
Total Volume	34	12	0	46	0	0	0	0	0	9	5	14	0	0	11	11
% App. Total	73.9	26.1	0		0	0	0		0	64.3	35.7		0	0	100	
PHF	.708	.750	.000	.767	.000	.000	.000	.000	.000	.750	.417	.583	.000	.000	.550	.550



City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Eastbound Ramps  
 Weather: Clear

File Name : 11\_JVY\_Market\_60E AM  
 Site Code : 00318765  
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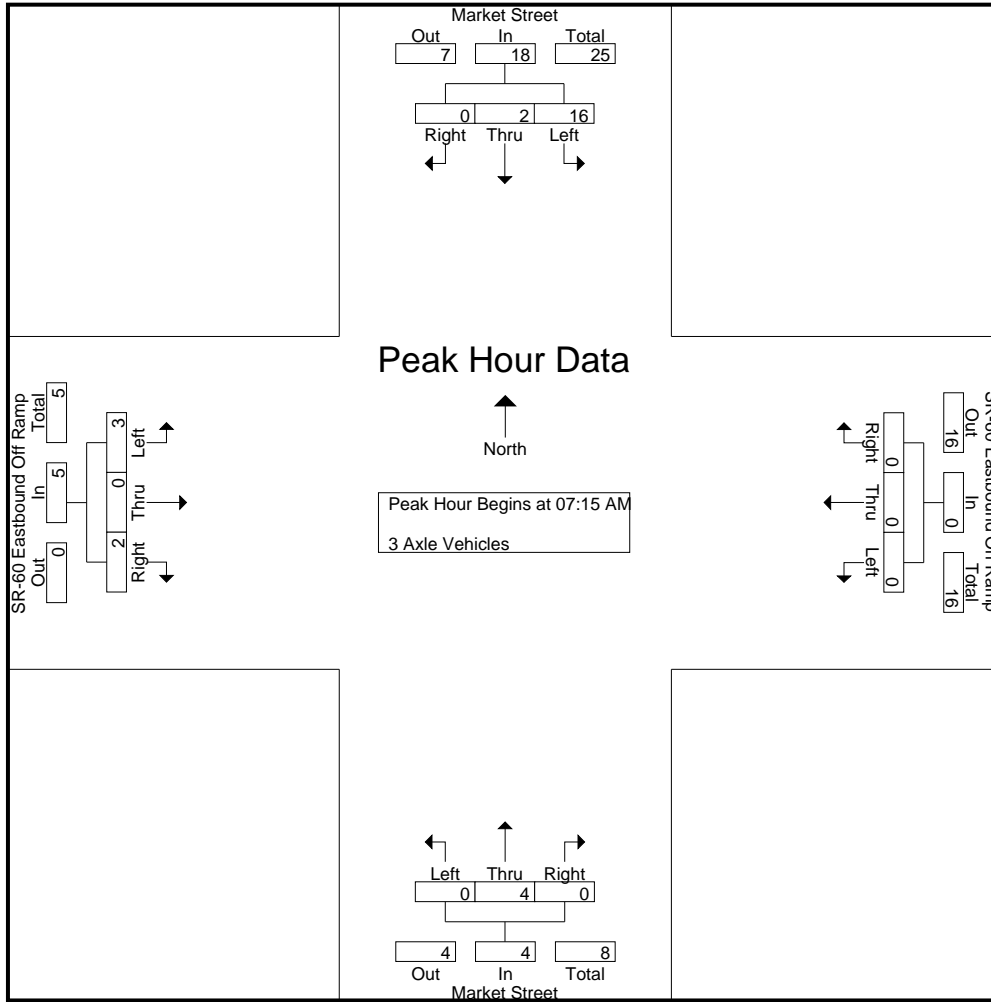
Groups Printed- 3 Axle Vehicles

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	4	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
07:15 AM	6	0	0	6	0	0	0	0	0	0	0	0	1	0	2	3	9
07:30 AM	3	0	0	3	0	0	0	0	0	1	0	1	1	0	0	1	5
07:45 AM	2	2	0	4	0	0	0	0	0	2	0	2	1	0	0	1	7
Total	15	4	0	19	0	0	0	0	0	3	0	3	3	0	2	5	27
08:00 AM	5	0	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
08:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
08:30 AM	3	1	0	4	0	0	0	0	0	3	0	3	0	0	1	1	8
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	8	3	0	11	0	0	0	0	0	4	0	4	0	0	3	3	18
Grand Total	23	7	0	30	0	0	0	0	0	7	0	7	3	0	5	8	45
Apprch %	76.7	23.3	0		0	0	0		0	100	0		37.5	0	62.5		
Total %	51.1	15.6	0	66.7	0	0	0	0	0	15.6	0	15.6	6.7	0	11.1	17.8	

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	6	0	0	6	0	0	0	0	0	0	0	0	1	0	2	3	9
07:30 AM	3	0	0	3	0	0	0	0	0	1	0	1	1	0	0	1	5
07:45 AM	2	2	0	4	0	0	0	0	0	2	0	2	1	0	0	1	7
08:00 AM	5	0	0	5	0	0	0	0	0	1	0	1	0	0	0	0	6
Total Volume	16	2	0	18	0	0	0	0	0	4	0	4	3	0	2	5	27
% App. Total	88.9	11.1	0		0	0	0		0	100	0		60	0	40		
PHF	.667	.250	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.750	.000	.250	.417	.750

City of Jurupa Valley  
 N/S: Market Street  
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 Weather: Clear

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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.	6	0	0	6	0	0	0	0	0	0	0	0	1	0	2	3
+15 mins.	3	0	0	3	0	0	0	0	0	1	0	1	1	0	0	1
+30 mins.	2	2	0	4	0	0	0	0	0	2	0	2	1	0	0	1
+45 mins.	5	0	0	5	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	16	2	0	18	0	0	0	0	0	4	0	4	3	0	2	5
% App. Total	88.9	11.1	0		0	0	0		0	100	0		60	0	40	
PHF	.667	.250	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.750	.000	.250	.417

City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Eastbound Ramps  
 Weather: Clear

File Name : 11\_JVY\_Market\_60E AM  
 Site Code : 00318765  
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 Page No : 1

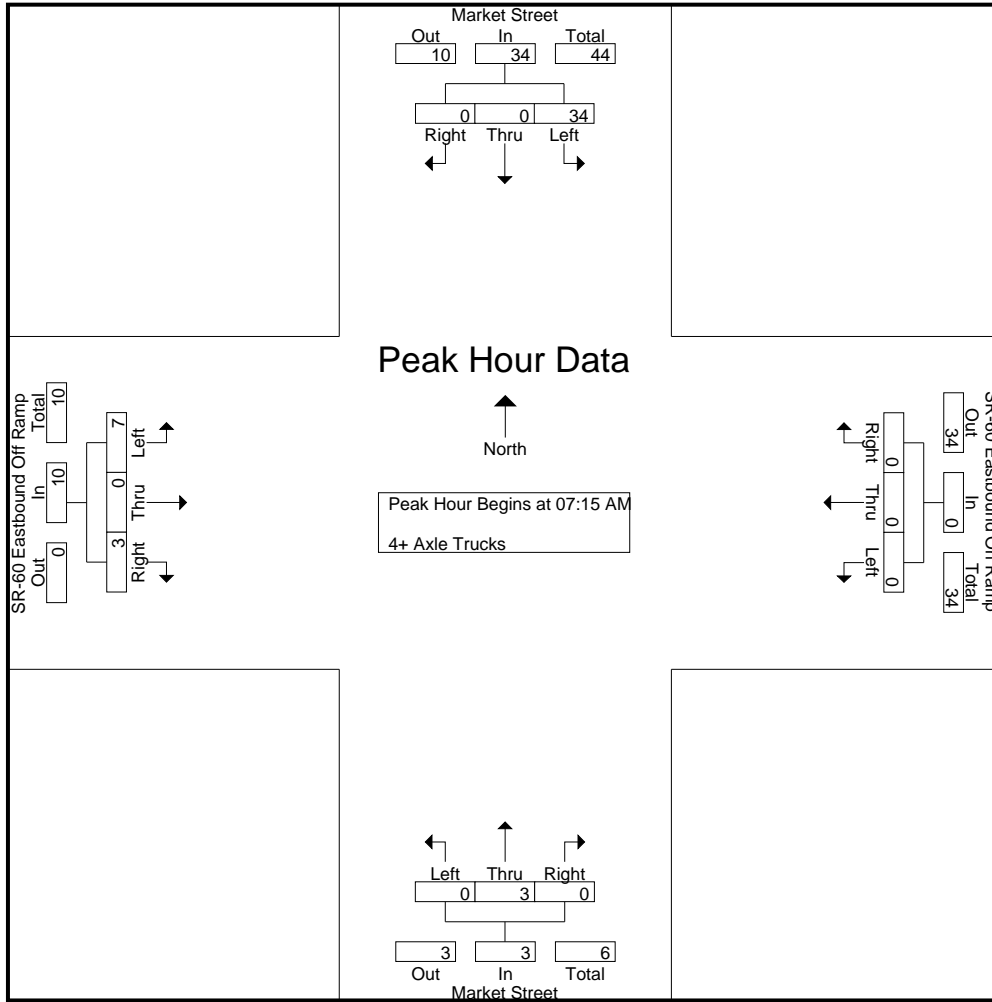
Groups Printed- 4+ Axle Trucks

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	10	0	0	10	0	0	0	0	0	1	0	1	2	0	1	3	14
07:15 AM	8	0	0	8	0	0	0	0	0	0	0	0	2	0	0	2	10
07:30 AM	5	0	0	5	0	0	0	0	0	1	0	1	2	0	1	3	9
07:45 AM	12	0	0	12	0	0	0	0	0	1	0	1	2	0	0	2	15
Total	35	0	0	35	0	0	0	0	0	3	0	3	8	0	2	10	48
08:00 AM	9	0	0	9	0	0	0	0	0	1	0	1	1	0	2	3	13
08:15 AM	5	1	0	6	0	0	0	0	0	0	2	2	2	1	3	6	14
08:30 AM	6	0	0	6	0	0	0	0	0	1	0	1	2	1	0	3	10
08:45 AM	11	1	0	12	0	0	0	0	0	0	0	0	0	1	0	1	13
Total	31	2	0	33	0	0	0	0	0	2	2	4	5	3	5	13	50
Grand Total	66	2	0	68	0	0	0	0	0	5	2	7	13	3	7	23	98
Apprch %	97.1	2.9	0		0	0	0		0	71.4	28.6		56.5	13	30.4		
Total %	67.3	2	0	69.4	0	0	0	0	0	5.1	2	7.1	13.3	3.1	7.1	23.5	

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	8	0	0	8	0	0	0	0	0	0	0	0	2	0	0	2	10
07:30 AM	5	0	0	5	0	0	0	0	0	1	0	1	2	0	1	3	9
07:45 AM	12	0	0	12	0	0	0	0	0	1	0	1	2	0	0	2	15
08:00 AM	9	0	0	9	0	0	0	0	0	1	0	1	1	0	2	3	13
Total Volume	34	0	0	34	0	0	0	0	0	3	0	3	7	0	3	10	47
% App. Total	100	0	0		0	0	0		0	100	0		70	0	30		
PHF	.708	.000	.000	.708	.000	.000	.000	.000	.000	.750	.000	.750	.875	.000	.375	.833	.783

City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Eastbound Ramps  
 Weather: Clear

File Name : 11\_JVY\_Market\_60E AM  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	8	0	0	8	0	0	0	0	0	0	0	0	2	0	0	2
+15 mins.	5	0	0	5	0	0	0	0	0	1	0	1	2	0	1	3
+30 mins.	12	0	0	12	0	0	0	0	0	1	0	1	2	0	0	2
+45 mins.	9	0	0	9	0	0	0	0	0	1	0	1	1	0	2	3
Total Volume	34	0	0	34	0	0	0	0	0	3	0	3	7	0	3	10
% App. Total	100	0	0		0	0	0		0	100	0		70	0	30	
PHF	.708	.000	.000	.708	.000	.000	.000	.000	.000	.750	.000	.750	.875	.000	.375	.833

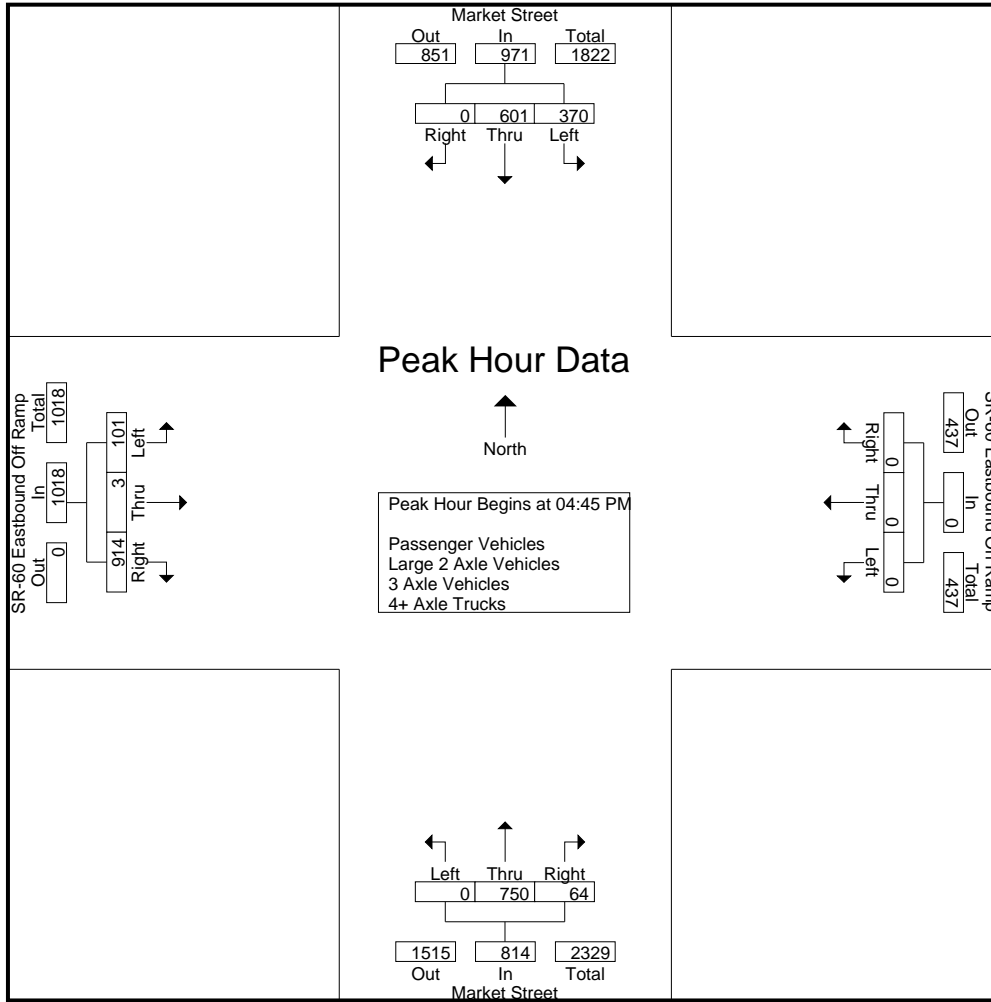
City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Eastbound Ramps  
 Weather: Clear

File Name : 11\_JVY\_Market\_60E PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

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

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	108	152	0	260	0	0	0	0	0	154	16	170	29	2	170	201	631
04:15 PM	113	136	0	249	0	0	0	0	0	138	13	151	18	1	236	255	655
04:30 PM	118	157	0	275	0	0	0	0	0	175	9	184	25	0	184	209	668
04:45 PM	107	146	0	253	0	0	0	0	0	197	10	207	23	2	221	246	706
Total	446	591	0	1037	0	0	0	0	0	664	48	712	95	5	811	911	2660
05:00 PM	98	173	0	271	0	0	0	0	0	174	26	200	17	0	205	222	693
05:15 PM	95	135	0	230	0	0	0	0	0	216	9	225	29	0	232	261	716
05:30 PM	70	147	0	217	0	0	0	0	0	163	19	182	32	1	256	289	688
05:45 PM	88	107	0	195	0	0	0	0	0	125	10	135	29	0	250	279	609
Total	351	562	0	913	0	0	0	0	0	678	64	742	107	1	943	1051	2706
Grand Total	797	1153	0	1950	0	0	0	0	0	1342	112	1454	202	6	1754	1962	5366
Apprch %	40.9	59.1	0		0	0	0		0	92.3	7.7		10.3	0.3	89.4		
Total %	14.9	21.5	0	36.3	0	0	0	0	0	25	2.1	27.1	3.8	0.1	32.7	36.6	
Passenger Vehicles	729	1128	0	1857	0	0	0	0	0	1302	110	1412	192	6	1734	1932	5201
% Passenger Vehicles	91.5	97.8	0	95.2	0	0	0	0	0	97	98.2	97.1	95	100	98.9	98.5	96.9
Large 2 Axle Vehicles	12	12	0	24	0	0	0	0	0	16	1	17	3	0	19	22	63
% Large 2 Axle Vehicles	1.5	1	0	1.2	0	0	0	0	0	1.2	0.9	1.2	1.5	0	1.1	1.1	1.2
3 Axle Vehicles	28	6	0	34	0	0	0	0	0	20	1	21	1	0	0	1	56
% 3 Axle Vehicles	3.5	0.5	0	1.7	0	0	0	0	0	1.5	0.9	1.4	0.5	0	0	0.1	1
4+ Axle Trucks	28	7	0	35	0	0	0	0	0	4	0	4	6	0	1	7	46
% 4+ Axle Trucks	3.5	0.6	0	1.8	0	0	0	0	0	0.3	0	0.3	3	0	0.1	0.4	0.9

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	107	146	0	253	0	0	0	0	0	197	10	207	23	2	221	246	706
05:00 PM	98	173	0	271	0	0	0	0	0	174	26	200	17	0	205	222	693
05:15 PM	95	135	0	230	0	0	0	0	0	216	9	225	29	0	232	261	716
05:30 PM	70	147	0	217	0	0	0	0	0	163	19	182	32	1	256	289	688
Total Volume	370	601	0	971	0	0	0	0	0	750	64	814	101	3	914	1018	2803
% App. Total	38.1	61.9	0		0	0	0		0	92.1	7.9		9.9	0.3	89.8		
PHF	.864	.868	.000	.896	.000	.000	.000	.000	.000	.868	.615	.904	.789	.375	.893	.881	.979



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				04:30 PM				05:00 PM			
+0 mins.	113	136	0	249	0	0	0	0	0	175	9	184	17	0	205	222
+15 mins.	<b>118</b>	157	0	<b>275</b>	0	0	0	0	0	197	10	207	29	0	232	261
+30 mins.	107	146	0	253	0	0	0	0	0	174	<b>26</b>	200	<b>32</b>	<b>1</b>	<b>256</b>	<b>289</b>
+45 mins.	98	<b>173</b>	0	271	0	0	0	0	0	<b>216</b>	9	<b>225</b>	29	0	250	279
Total Volume	436	612	0	1048	0	0	0	0	0	762	54	816	107	1	943	1051
% App. Total	41.6	58.4	0		0	0	0		0	93.4	6.6		10.2	0.1	89.7	
PHF	.924	.884	.000	.953	.000	.000	.000	.000	.000	.882	.519	.907	.836	.250	.921	.909

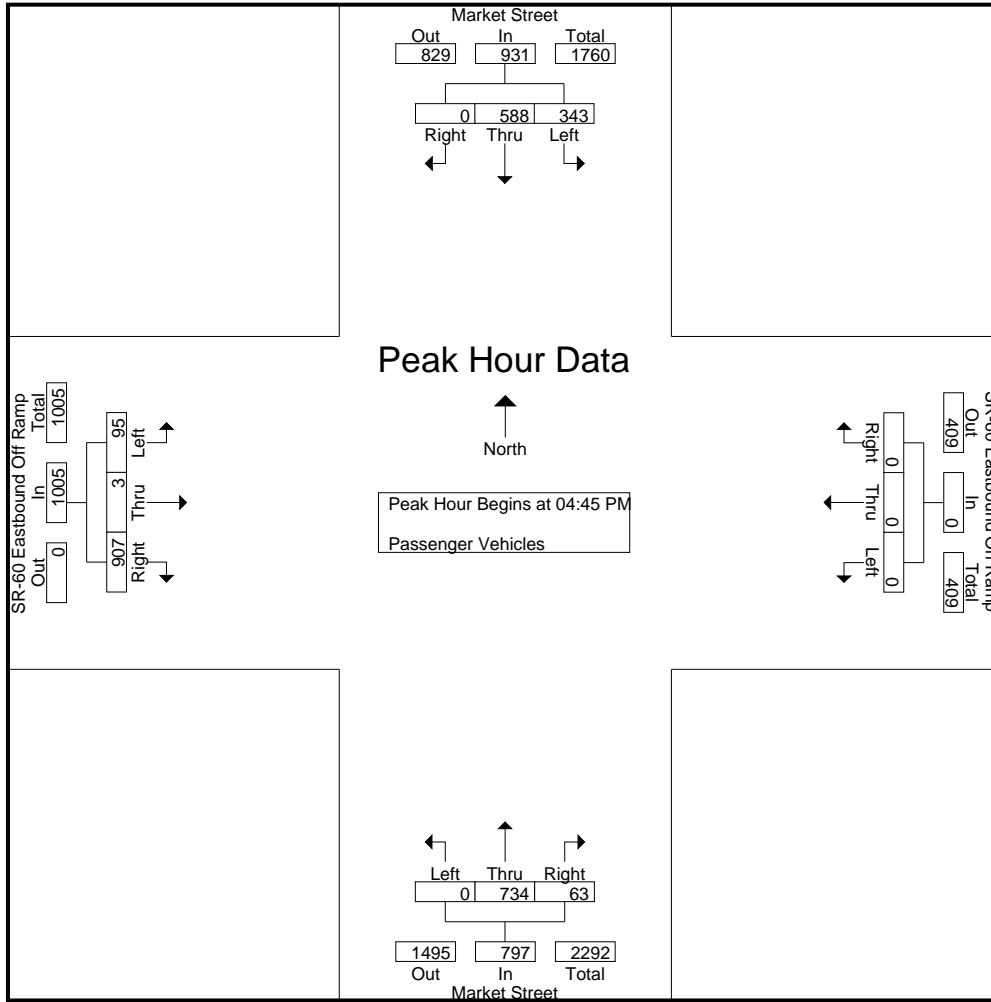
City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Eastbound Ramps  
 Weather: Clear

File Name : 11\_JVY\_Market\_60E PM  
 Site Code : 00318765  
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Groups Printed- Passenger Vehicles

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	98	149	0	247	0	0	0	0	0	142	15	157	28	2	166	196	600
04:15 PM	99	132	0	231	0	0	0	0	0	133	13	146	17	1	232	250	627
04:30 PM	109	153	0	262	0	0	0	0	0	173	9	182	23	0	181	204	648
04:45 PM	97	140	0	237	0	0	0	0	0	193	10	203	21	2	220	243	683
Total	403	574	0	977	0	0	0	0	0	641	47	688	89	5	799	893	2558
05:00 PM	93	171	0	264	0	0	0	0	0	169	26	195	14	0	203	217	676
05:15 PM	91	134	0	225	0	0	0	0	0	210	9	219	28	0	228	256	700
05:30 PM	62	143	0	205	0	0	0	0	0	162	18	180	32	1	256	289	674
05:45 PM	80	106	0	186	0	0	0	0	0	120	10	130	29	0	248	277	593
Total	326	554	0	880	0	0	0	0	0	661	63	724	103	1	935	1039	2643
Grand Total	729	1128	0	1857	0	0	0	0	0	1302	110	1412	192	6	1734	1932	5201
Apprch %	39.3	60.7	0		0	0	0		0	92.2	7.8		9.9	0.3	89.8		
Total %	14	21.7	0	35.7	0	0	0	0	0	25	2.1	27.1	3.7	0.1	33.3	37.1	

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	<b>97</b>	140	0	237	0	0	0	0	0	193	10	203	21	<b>2</b>	220	243	683
05:00 PM	93	<b>171</b>	0	<b>264</b>	0	0	0	0	0	169	<b>26</b>	195	14	0	203	217	676
05:15 PM	91	134	0	225	0	0	0	0	0	<b>210</b>	9	<b>219</b>	28	0	228	256	<b>700</b>
05:30 PM	62	143	0	205	0	0	0	0	0	162	18	180	<b>32</b>	1	<b>256</b>	<b>289</b>	674
Total Volume	343	588	0	931	0	0	0	0	0	734	63	797	95	3	907	1005	2733
% App. Total	36.8	63.2	0		0	0	0		0	92.1	7.9		9.5	0.3	90.2		
PHF	.884	.860	.000	.882	.000	.000	.000	.000	.000	.874	.606	.910	.742	.375	.886	.869	.976



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.	<b>97</b>	140	0	237	0	0	0	0	0	193	10	203	21	<b>2</b>	220	243
+15 mins.	93	<b>171</b>	0	<b>264</b>	0	0	0	0	0	169	<b>26</b>	195	14	0	203	217
+30 mins.	91	134	0	225	0	0	0	0	0	<b>210</b>	9	<b>219</b>	28	0	228	256
+45 mins.	62	143	0	205	0	0	0	0	0	162	18	180	<b>32</b>	1	<b>256</b>	<b>289</b>
Total Volume	343	588	0	931	0	0	0	0	0	734	63	797	95	3	907	1005
% App. Total	36.8	63.2	0		0	0	0	0	0	92.1	7.9		9.5	0.3	90.2	
PHF	.884	.860	.000	.882	.000	.000	.000	.000	.000	.874	.606	.910	.742	.375	.886	.869



City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Eastbound Ramps  
 Weather: Clear

File Name : 11\_JVY\_Market\_60E PM  
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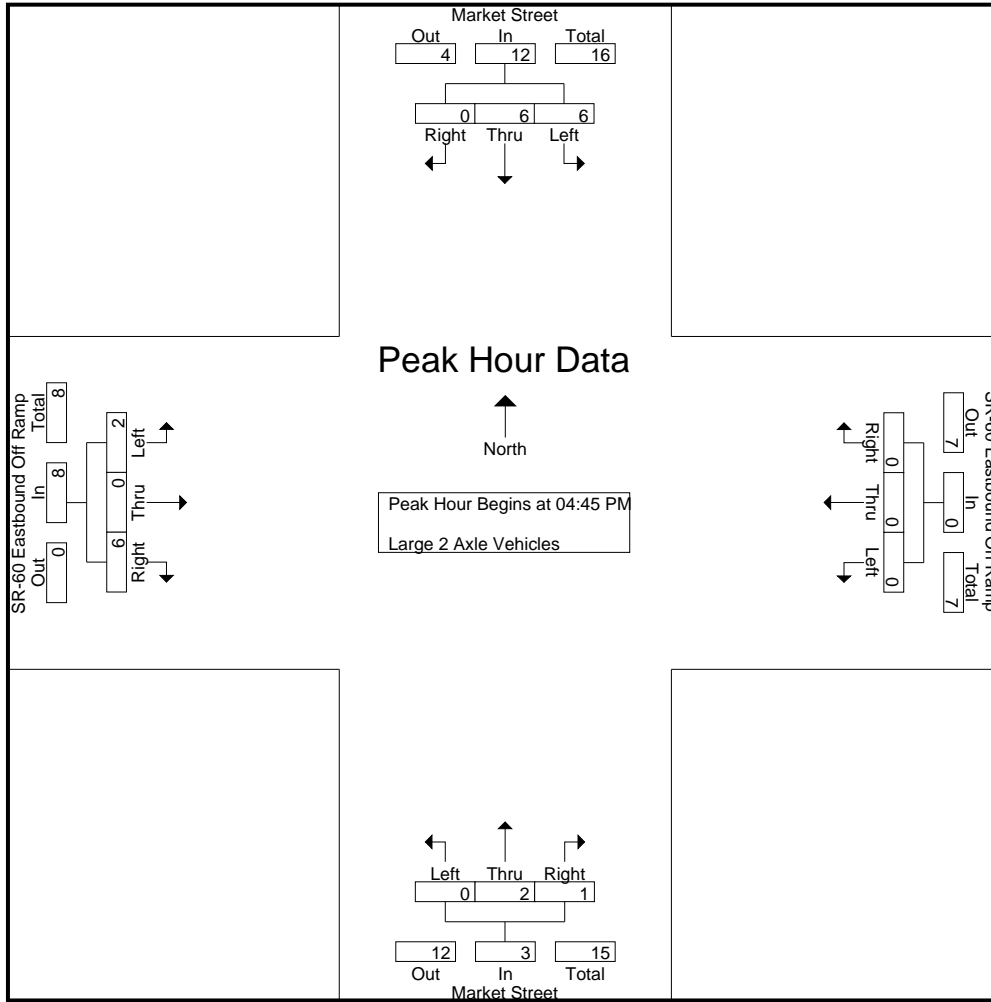
Groups Printed- Large 2 Axle Vehicles

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	2	2	0	4	0	0	0	0	0	5	0	5	0	0	4	4	13
04:15 PM	3	1	0	4	0	0	0	0	0	4	0	4	0	0	4	4	12
04:30 PM	0	2	0	2	0	0	0	0	0	1	0	1	1	0	3	4	7
04:45 PM	3	2	0	5	0	0	0	0	0	1	0	1	1	0	0	1	7
Total	8	7	0	15	0	0	0	0	0	11	0	11	2	0	11	13	39
05:00 PM	2	2	0	4	0	0	0	0	0	0	0	0	0	0	2	2	6
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	4	5	7
05:30 PM	1	1	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
05:45 PM	1	1	0	2	0	0	0	0	0	4	0	4	0	0	2	2	8
Total	4	5	0	9	0	0	0	0	0	5	1	6	1	0	8	9	24
Grand Total	12	12	0	24	0	0	0	0	0	16	1	17	3	0	19	22	63
Apprch %	50	50	0		0	0	0		0	94.1	5.9		13.6	0	86.4		
Total %	19	19	0	38.1	0	0	0	0	0	25.4	1.6	27	4.8	0	30.2	34.9	

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	3	2	0	5	0	0	0	0	0	1	0	1	1	0	0	1	7
05:00 PM	2	2	0	4	0	0	0	0	0	0	0	0	0	0	2	2	6
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	1	0	4	5	7
05:30 PM	1	1	0	2	0	0	0	0	0	0	1	1	0	0	0	0	3
Total Volume	6	6	0	12	0	0	0	0	0	2	1	3	2	0	6	8	23
% App. Total	50	50	0		0	0	0		0	66.7	33.3		25	0	75		
PHF	.500	.750	.000	.600	.000	.000	.000	.000	.000	.500	.250	.750	.500	.000	.375	.400	.821

City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Eastbound Ramps  
 Weather: Clear

File Name : 11\_JVY\_Market\_60E PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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.	3	2	0	5	0	0	0	0	0	1	0	1	1	0	0	1
+15 mins.	2	2	0	4	0	0	0	0	0	0	0	0	0	0	2	2
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	1	0	4	5
+45 mins.	1	1	0	2	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	6	6	0	12	0	0	0	0	0	2	1	3	2	0	6	8
% App. Total	50	50	0		0	0	0		0	66.7	33.3		25	0	75	
PHF	.500	.750	.000	.600	.000	.000	.000	.000	.000	.500	.250	.750	.500	.000	.375	.400

City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Eastbound Ramps  
 Weather: Clear

File Name : 11\_JVY\_Market\_60E PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

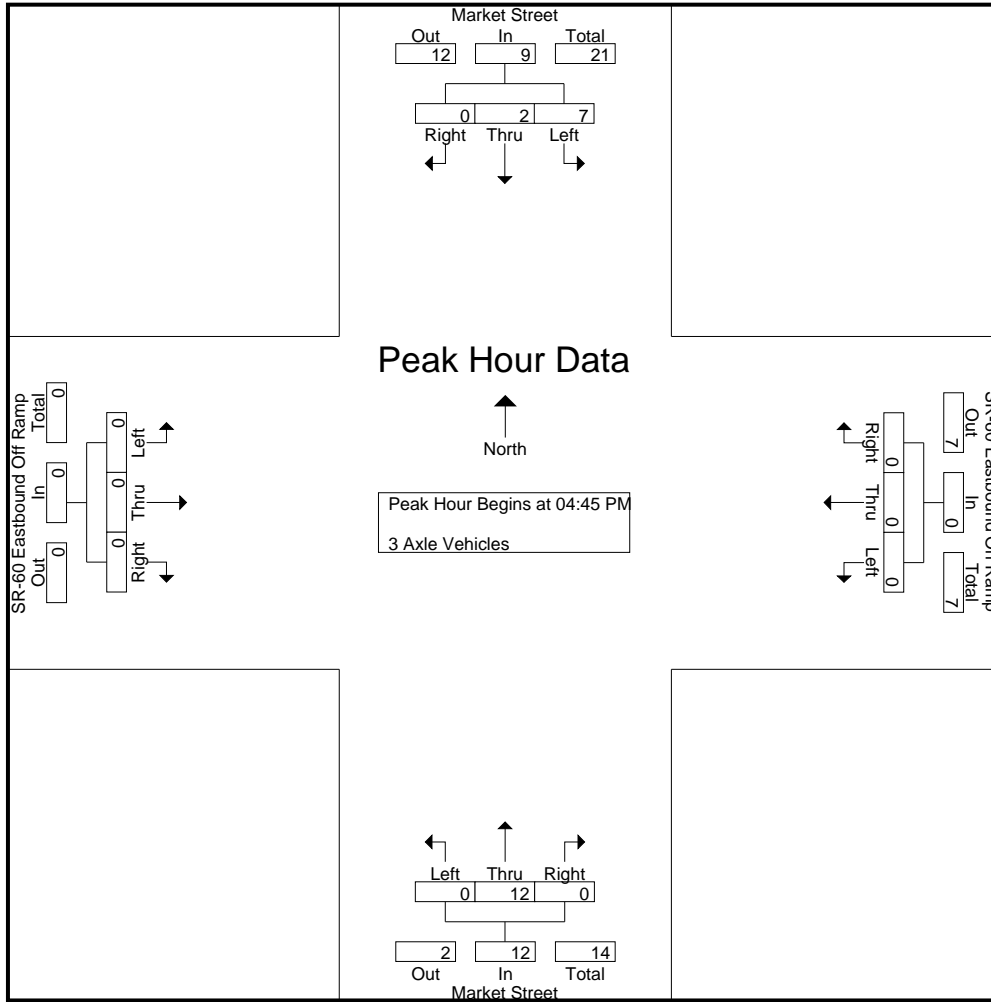
Groups Printed- 3 Axle Vehicles

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	1	0	4	0	0	0	0	0	7	1	8	1	0	0	1	13
04:15 PM	7	2	0	9	0	0	0	0	0	1	0	1	0	0	0	0	10
04:30 PM	6	1	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
04:45 PM	2	1	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total	18	5	0	23	0	0	0	0	0	10	1	11	1	0	0	1	35
05:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
05:15 PM	2	0	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
05:30 PM	3	1	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
05:45 PM	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	10	1	0	11	0	0	0	0	0	10	0	10	0	0	0	0	21
Grand Total	28	6	0	34	0	0	0	0	0	20	1	21	1	0	0	1	56
Apprch %	82.4	17.6	0		0	0	0		0	95.2	4.8		100	0	0		
Total %	50	10.7	0	60.7	0	0	0	0	0	35.7	1.8	37.5	1.8	0	0	1.8	

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	2	1	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0	5
05:15 PM	2	0	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
05:30 PM	3	1	0	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total Volume	7	2	0	9	0	0	0	0	0	12	0	12	0	0	0	0	21
% App. Total	77.8	22.2	0		0	0	0		0	100	0		0	0	0		
PHF	.583	.500	.000	.563	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.000	.000	.875

City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Eastbound Ramps  
 Weather: Clear

File Name : 11\_JVY\_Market\_60E PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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.	2	1	0	3	0	0	0	0	0	2	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	0
+30 mins.	2	0	0	2	0	0	0	0	0	4	0	4	0	0	0	0
+45 mins.	3	1	0	4	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	7	2	0	9	0	0	0	0	0	12	0	12	0	0	0	0
% App. Total	77.8	22.2	0		0	0	0		0	100	0		0	0	0	
PHF	.583	.500	.000	.563	.000	.000	.000	.000	.000	.600	.000	.600	.000	.000	.000	.000

City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Eastbound Ramps  
 Weather: Clear

File Name : 11\_JVY\_Market\_60E PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

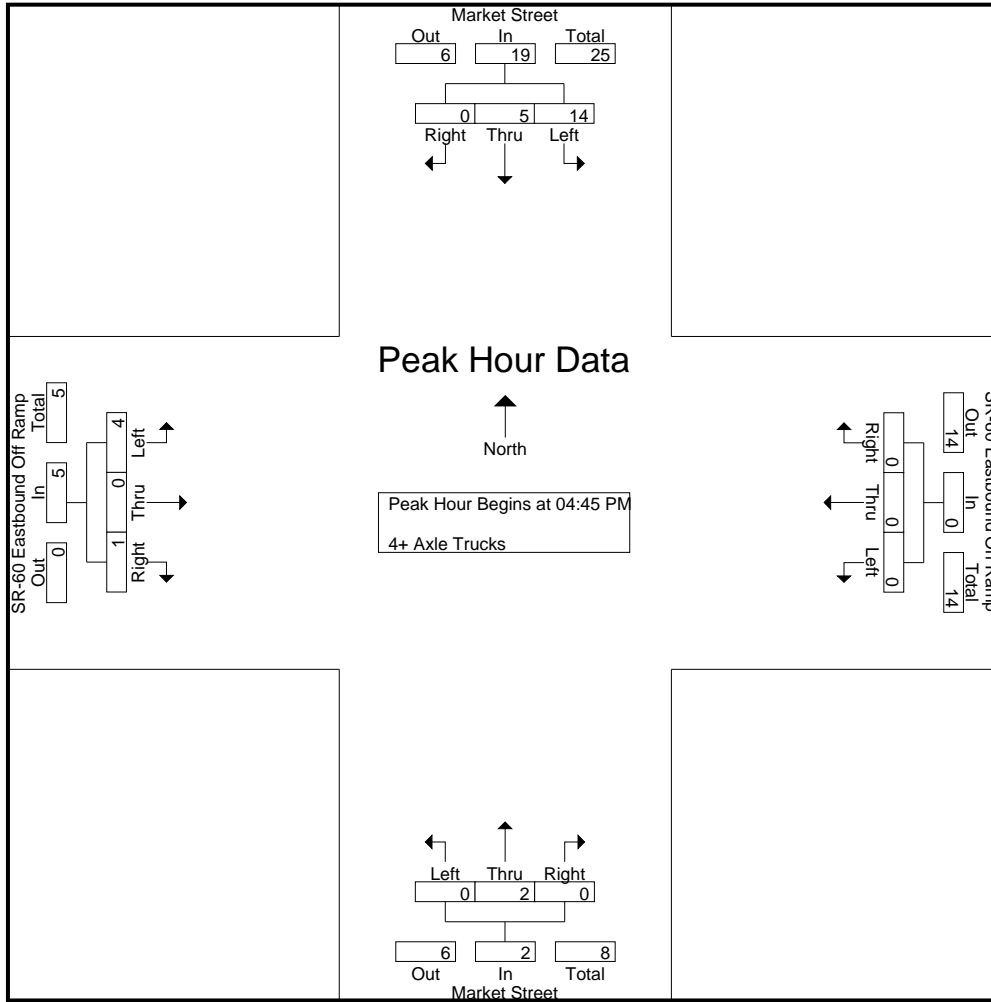
Groups Printed- 4+ Axle Trucks

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	4	1	0	5	0	0	0	0	0	0	0	0	1	0	0	0	0	6
04:30 PM	3	1	0	4	0	0	0	0	0	1	0	1	1	0	0	0	0	6
04:45 PM	5	3	0	8	0	0	0	0	0	1	0	1	1	0	1	2	0	11
Total	17	5	0	22	0	0	0	0	0	2	0	2	3	0	1	4	0	28
05:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	0	0	6
05:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	3
05:30 PM	4	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	3
Total	11	2	0	13	0	0	0	0	0	2	0	2	3	0	0	3	0	18
Grand Total	28	7	0	35	0	0	0	0	0	4	0	4	6	0	1	7	0	46
Apprch %	80	20	0		0	0	0		0	100	0		85.7	0	14.3			
Total %	60.9	15.2	0	76.1	0	0	0	0	0	8.7	0	8.7	13	0	2.2	15.2		

Start Time	Market Street Southbound				SR-60 Eastbound On Ramp Westbound				Market Street Northbound				SR-60 Eastbound Off Ramp Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	5	3	0	8	0	0	0	0	0	1	0	1	1	0	1	2	0	11
05:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	0	6
05:15 PM	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	3
05:30 PM	4	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Total Volume	14	5	0	19	0	0	0	0	0	2	0	2	4	0	1	5	0	26
% App. Total	73.7	26.3	0		0	0	0		0	100	0		80	0	20			
PHF	.700	.417	.000	.594	.000	.000	.000	.000	.000	.500	.000	.500	.333	.000	.250	.417		.591

City of Jurupa Valley  
 N/S: Market Street  
 E/W: SR-60 Eastbound Ramps  
 Weather: Clear

File Name : 11\_JVY\_Market\_60E PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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.	5	3	0	8	0	0	0	0	0	1	0	1	1	0	1	2
+15 mins.	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3
+30 mins.	2	0	0	2	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	4	2	0	6	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	14	5	0	19	0	0	0	0	0	2	0	2	4	0	1	5
% App. Total	73.7	26.3	0		0	0	0		0	100	0		80	0	20	
PHF	.700	.417	.000	.594	.000	.000	.000	.000	.000	.500	.000	.500	.333	.000	.250	.417

City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

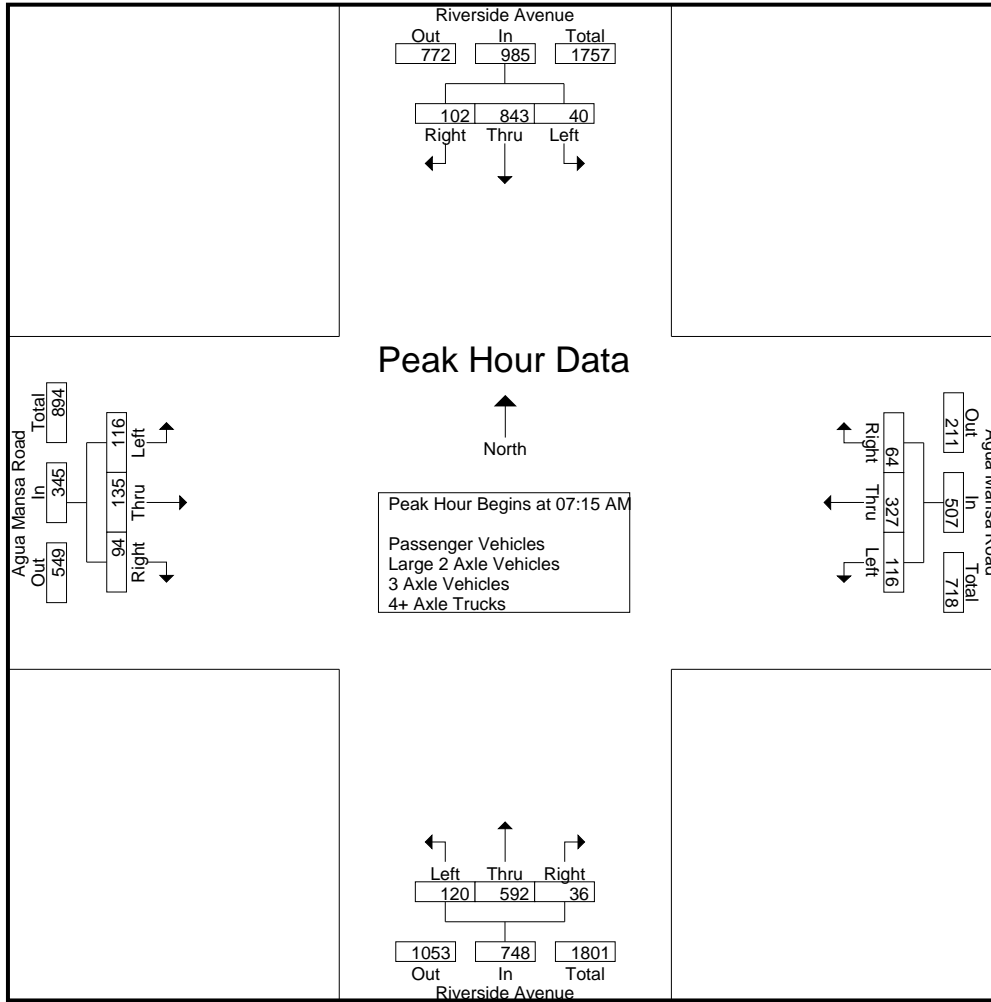
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	6	181	28	215	16	68	12	96	25	149	8	182	20	24	12	56	549
07:15 AM	12	215	25	252	23	93	23	139	26	162	11	199	27	31	14	72	662
07:30 AM	8	204	22	234	25	90	17	132	38	147	10	195	30	47	16	93	654
07:45 AM	12	234	25	271	38	92	16	146	23	139	6	168	34	33	40	107	692
Total	38	834	100	972	102	343	68	513	112	597	35	744	111	135	82	328	2557
08:00 AM	8	190	30	228	30	52	8	90	33	144	9	186	25	24	24	73	577
08:15 AM	11	173	27	211	20	32	15	67	37	119	10	166	25	27	20	72	516
08:30 AM	8	204	30	242	13	32	4	49	30	94	15	139	21	25	20	66	496
08:45 AM	10	130	20	160	10	31	11	52	32	118	12	162	22	31	39	92	466
Total	37	697	107	841	73	147	38	258	132	475	46	653	93	107	103	303	2055
Grand Total	75	1531	207	1813	175	490	106	771	244	1072	81	1397	204	242	185	631	4612
Apprch %	4.1	84.4	11.4		22.7	63.6	13.7		17.5	76.7	5.8		32.3	38.4	29.3		
Total %	1.6	33.2	4.5	39.3	3.8	10.6	2.3	16.7	5.3	23.2	1.8	30.3	4.4	5.2	4	13.7	
Passenger Vehicles	35	1292	118	1445	149	408	54	611	170	917	61	1148	129	174	133	436	3640
% Passenger Vehicles	46.7	84.4	57	79.7	85.1	83.3	50.9	79.2	69.7	85.5	75.3	82.2	63.2	71.9	71.9	69.1	78.9
Large 2 Axle Vehicles	4	110	23	137	8	25	8	41	42	62	11	115	23	25	26	74	367
% Large 2 Axle Vehicles	5.3	7.2	11.1	7.6	4.6	5.1	7.5	5.3	17.2	5.8	13.6	8.2	11.3	10.3	14.1	11.7	8
3 Axle Vehicles	6	41	10	57	8	12	10	30	12	27	3	42	13	8	10	31	160
% 3 Axle Vehicles	8	2.7	4.8	3.1	4.6	2.4	9.4	3.9	4.9	2.5	3.7	3	6.4	3.3	5.4	4.9	3.5
4+ Axle Trucks	30	88	56	174	10	45	34	89	20	66	6	92	39	35	16	90	445
% 4+ Axle Trucks	40	5.7	27.1	9.6	5.7	9.2	32.1	11.5	8.2	6.2	7.4	6.6	19.1	14.5	8.6	14.3	9.6

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	215	25	252	23	93	23	139	26	162	11	199	27	31	14	72	662
07:30 AM	8	204	22	234	25	90	17	132	38	147	10	195	30	47	16	93	654
07:45 AM	12	234	25	271	38	92	16	146	23	139	6	168	34	33	40	107	692
08:00 AM	8	190	30	228	30	52	8	90	33	144	9	186	25	24	24	73	577
Total Volume	40	843	102	985	116	327	64	507	120	592	36	748	116	135	94	345	2585
% App. Total	4.1	85.6	10.4		22.9	64.5	12.6		16	79.1	4.8		33.6	39.1	27.2		
PHF	.833	.901	.850	.909	.763	.879	.696	.868	.789	.914	.818	.940	.853	.718	.588	.806	.934

City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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				07:15 AM			
+0 mins.	12	215	25	252	16	68	12	96	26	162	11	199	27	31	14	72
+15 mins.	8	204	22	234	23	93	23	139	38	147	10	195	30	47	16	93
+30 mins.	12	234	25	271	25	90	17	132	23	139	6	168	34	33	40	107
+45 mins.	8	190	30	228	38	92	16	146	33	144	9	186	25	24	24	73
Total Volume	40	843	102	985	102	343	68	513	120	592	36	748	116	135	94	345
% App. Total	4.1	85.6	10.4		19.9	66.9	13.3		16	79.1	4.8		33.6	39.1	27.2	
PHF	.833	.901	.850	.909	.671	.922	.739	.878	.789	.914	.818	.940	.853	.718	.588	.806



City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

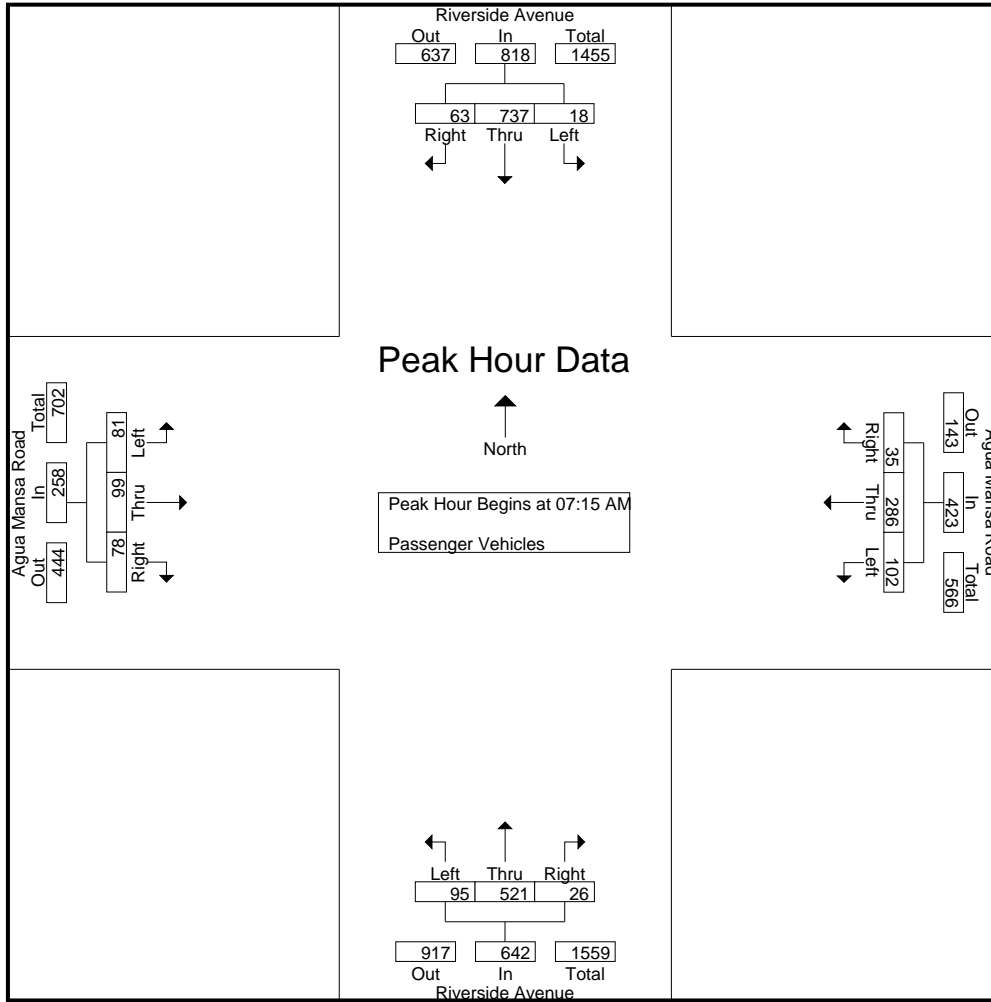
Groups Printed- Passenger Vehicles

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	161	19	183	15	58	5	78	14	127	5	146	12	19	8	39	446
07:15 AM	8	189	17	214	19	82	14	115	21	136	10	167	15	17	11	43	539
07:30 AM	4	179	13	196	19	78	14	111	31	136	8	175	22	37	13	72	554
07:45 AM	3	209	18	230	36	83	3	122	19	125	5	149	23	27	35	85	586
Total	18	738	67	823	89	301	36	426	85	524	28	637	72	100	67	239	2125
08:00 AM	3	160	15	178	28	43	4	75	24	124	3	151	21	18	19	58	462
08:15 AM	5	142	12	159	14	23	7	44	19	99	8	126	13	19	14	46	375
08:30 AM	5	164	11	180	10	20	1	31	23	79	12	114	13	19	10	42	367
08:45 AM	4	88	13	105	8	21	6	35	19	91	10	120	10	18	23	51	311
Total	17	554	51	622	60	107	18	185	85	393	33	511	57	74	66	197	1515
Grand Total	35	1292	118	1445	149	408	54	611	170	917	61	1148	129	174	133	436	3640
Apprch %	2.4	89.4	8.2		24.4	66.8	8.8		14.8	79.9	5.3		29.6	39.9	30.5		
Total %	1	35.5	3.2	39.7	4.1	11.2	1.5	16.8	4.7	25.2	1.7	31.5	3.5	4.8	3.7	12	

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	8	189	17	214	19	82	14	115	21	136	10	167	15	17	11	43	539
07:30 AM	4	179	13	196	19	78	14	111	31	136	8	175	22	37	13	72	554
07:45 AM	3	209	18	230	36	83	3	122	19	125	5	149	23	27	35	85	586
08:00 AM	3	160	15	178	28	43	4	75	24	124	3	151	21	18	19	58	462
Total Volume	18	737	63	818	102	286	35	423	95	521	26	642	81	99	78	258	2141
% App. Total	2.2	90.1	7.7		24.1	67.6	8.3		14.8	81.2	4		31.4	38.4	30.2		
PHF	.563	.882	.875	.889	.708	.861	.625	.867	.766	.958	.650	.917	.880	.669	.557	.759	.913

City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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.	8	189	17	214	19	82	14	115	21	136	10	167	15	17	11	43
+15 mins.	4	179	13	196	19	78	14	111	31	136	8	175	22	37	13	72
+30 mins.	3	209	18	230	36	83	3	122	19	125	5	149	23	27	35	85
+45 mins.	3	160	15	178	28	43	4	75	24	124	3	151	21	18	19	58
Total Volume	18	737	63	818	102	286	35	423	95	521	26	642	81	99	78	258
% App. Total	2.2	90.1	7.7		24.1	67.6	8.3		14.8	81.2	4		31.4	38.4	30.2	
PHF	.563	.882	.875	.889	.708	.861	.625	.867	.766	.958	.650	.917	.880	.669	.557	.759

City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

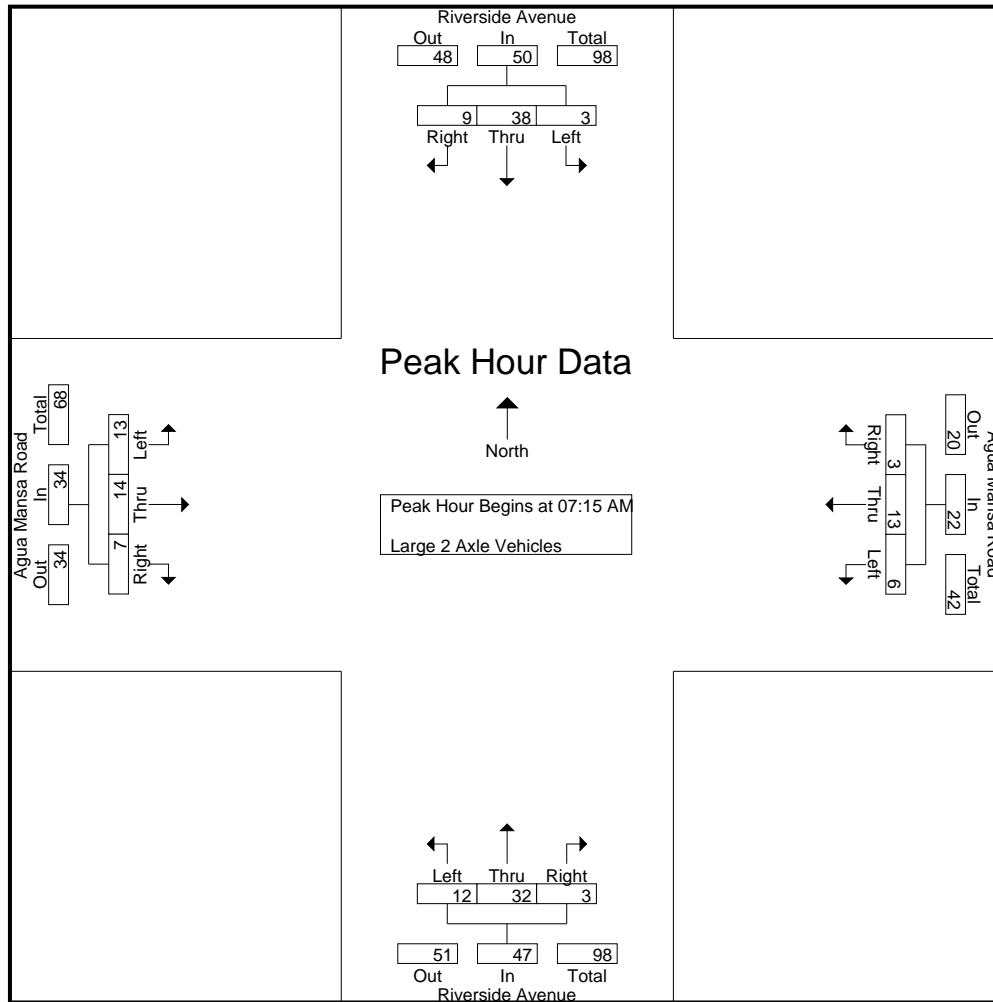
Groups Printed- Large 2 Axle Vehicles

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	8	4	12	0	6	2	8	7	9	2	18	2	3	3	8	46
07:15 AM	0	13	2	15	1	2	1	4	3	12	1	16	7	4	2	13	48
07:30 AM	1	8	2	11	3	3	0	6	4	4	0	8	2	5	2	9	34
07:45 AM	2	8	2	12	2	2	2	6	0	5	1	6	4	2	1	7	31
Total	3	37	10	50	6	13	5	24	14	30	4	48	15	14	8	37	159
08:00 AM	0	9	3	12	0	6	0	6	5	11	1	17	0	3	2	5	40
08:15 AM	0	15	4	19	2	1	2	5	10	5	1	16	2	4	2	8	48
08:30 AM	1	26	3	30	0	3	1	4	6	9	3	18	1	3	6	10	62
08:45 AM	0	23	3	26	0	2	0	2	7	7	2	16	5	1	8	14	58
Total	1	73	13	87	2	12	3	17	28	32	7	67	8	11	18	37	208
Grand Total	4	110	23	137	8	25	8	41	42	62	11	115	23	25	26	74	367
Apprch %	2.9	80.3	16.8		19.5	61	19.5		36.5	53.9	9.6		31.1	33.8	35.1		
Total %	1.1	30	6.3	37.3	2.2	6.8	2.2	11.2	11.4	16.9	3	31.3	6.3	6.8	7.1	20.2	

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	13	2	15	1	2	1	4	3	12	1	16	7	4	2	13	48
07:30 AM	1	8	2	11	3	3	0	6	4	4	0	8	2	5	2	9	34
07:45 AM	2	8	2	12	2	2	2	6	0	5	1	6	4	2	1	7	31
08:00 AM	0	9	3	12	0	6	0	6	5	11	1	17	0	3	2	5	40
Total Volume	3	38	9	50	6	13	3	22	12	32	3	47	13	14	7	34	153
% App. Total	6	76	18		27.3	59.1	13.6		25.5	68.1	6.4		38.2	41.2	20.6		
PHF	.375	.731	.750	.833	.500	.542	.375	.917	.600	.667	.750	.691	.464	.700	.875	.654	.797

City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside AM  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	<b>13</b>	2	<b>15</b>	1	2	1	4	3	<b>12</b>	1	16	7	4	2	<b>13</b>
+15 mins.	1	8	2	11	3	3	0	6	4	4	0	8	2	<b>5</b>	2	9
+30 mins.	2	8	2	12	2	2	<b>2</b>	6	0	5	1	6	4	2	1	7
+45 mins.	0	9	<b>3</b>	12	0	<b>6</b>	0	6	<b>5</b>	11	1	<b>17</b>	0	3	2	5
Total Volume	3	38	9	50	6	13	3	22	12	32	3	47	13	14	7	34
% App. Total	6	76	18		27.3	59.1	13.6		25.5	68.1	6.4		38.2	41.2	20.6	
PHF	.375	.731	.750	.833	.500	.542	.375	.917	.600	.667	.750	.691	.464	.700	.875	.654

City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside AM  
 Site Code : 00318765  
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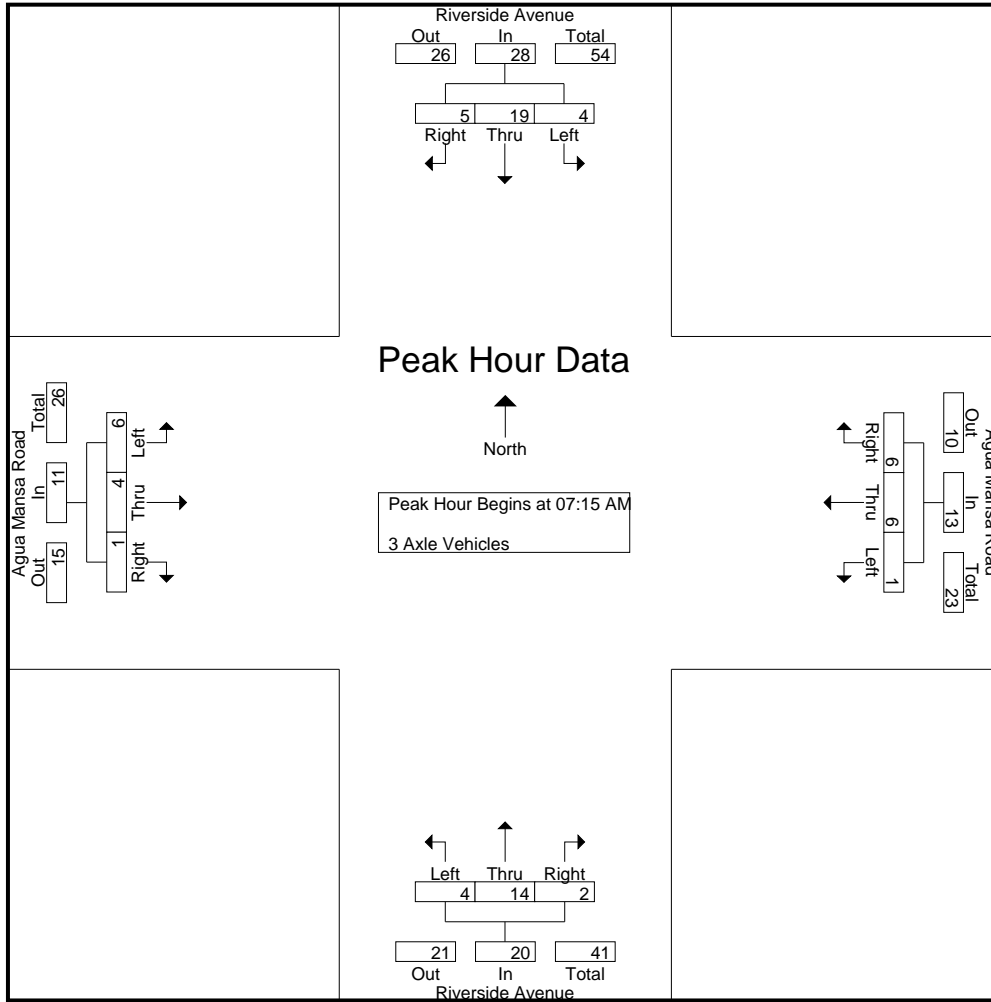
Groups Printed- 3 Axle Vehicles

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	5	0	5	1	1	2	4	1	3	0	4	3	0	0	3	16
07:15 AM	0	5	1	6	0	1	2	3	1	7	0	8	1	3	0	4	21
07:30 AM	1	3	2	6	1	4	0	5	1	3	0	4	1	0	0	1	16
07:45 AM	2	6	1	9	0	1	3	4	1	3	0	4	3	0	1	4	21
Total	3	19	4	26	2	7	7	16	4	16	0	20	8	3	1	12	74
08:00 AM	1	5	1	7	0	0	1	1	1	1	2	4	1	1	0	2	14
08:15 AM	2	6	1	9	4	1	1	6	5	4	1	10	1	3	3	7	32
08:30 AM	0	5	3	8	1	3	0	4	0	1	0	1	2	0	2	4	17
08:45 AM	0	6	1	7	1	1	1	3	2	5	0	7	1	1	4	6	23
Total	3	22	6	31	6	5	3	14	8	11	3	22	5	5	9	19	86
Grand Total	6	41	10	57	8	12	10	30	12	27	3	42	13	8	10	31	160
Apprch %	10.5	71.9	17.5		26.7	40	33.3		28.6	64.3	7.1		41.9	25.8	32.3		
Total %	3.8	25.6	6.2	35.6	5	7.5	6.2	18.8	7.5	16.9	1.9	26.2	8.1	5	6.2	19.4	

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	5	1	6	0	1	2	3	1	7	0	8	1	3	0	4	21
07:30 AM	1	3	2	6	1	4	0	5	1	3	0	4	1	0	0	1	16
07:45 AM	2	6	1	9	0	1	3	4	1	3	0	4	3	0	1	4	21
08:00 AM	1	5	1	7	0	0	1	1	1	1	2	4	1	1	0	2	14
Total Volume	4	19	5	28	1	6	6	13	4	14	2	20	6	4	1	11	72
% App. Total	14.3	67.9	17.9		7.7	46.2	46.2		20	70	10		54.5	36.4	9.1		
PHF	.500	.792	.625	.778	.250	.375	.500	.650	1.00	.500	.250	.625	.500	.333	.250	.688	.857

City of Colton  
 N/S: Riverside Avenue  
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 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside AM  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	5	1	6	0	1	2	3	1	7	0	8	1	3	0	4
+15 mins.	1	3	2	6	1	4	0	5	1	3	0	4	1	0	0	1
+30 mins.	2	6	1	9	0	1	3	4	1	3	0	4	3	0	1	4
+45 mins.	1	5	1	7	0	0	1	1	1	1	2	4	1	1	0	2
Total Volume	4	19	5	28	1	6	6	13	4	14	2	20	6	4	1	11
% App. Total	14.3	67.9	17.9		7.7	46.2	46.2		20	70	10		54.5	36.4	9.1	
PHF	.500	.792	.625	.778	.250	.375	.500	.650	1.000	.500	.250	.625	.500	.333	.250	.688

City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

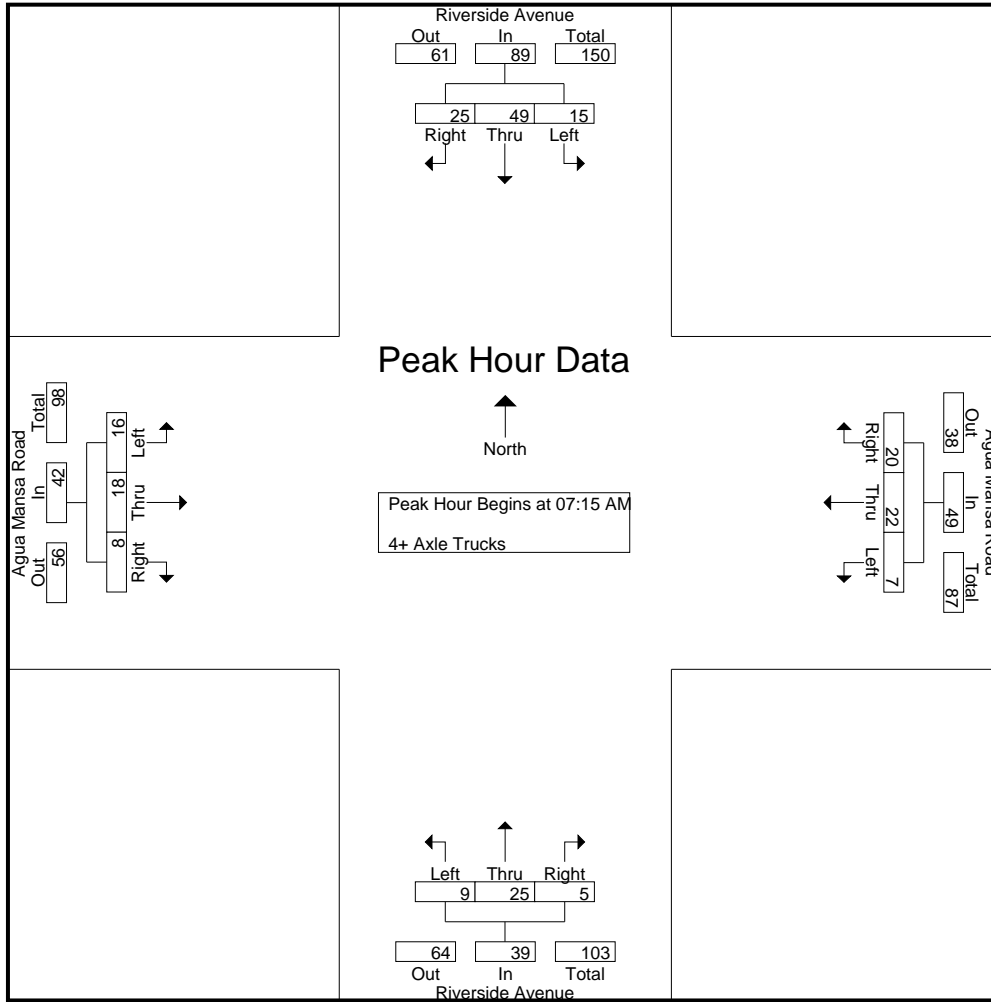
Groups Printed- 4+ Axle Trucks

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	7	5	15	0	3	3	6	3	10	1	14	3	2	1	6	41
07:15 AM	4	8	5	17	3	8	6	17	1	7	0	8	4	7	1	12	54
07:30 AM	2	14	5	21	2	5	3	10	2	4	2	8	5	5	1	11	50
07:45 AM	5	11	4	20	0	6	8	14	3	6	0	9	4	4	3	11	54
Total	14	40	19	73	5	22	20	47	9	27	3	39	16	18	6	40	199
08:00 AM	4	16	11	31	2	3	3	8	3	8	3	14	3	2	3	8	61
08:15 AM	4	10	10	24	0	7	5	12	3	11	0	14	9	1	1	11	61
08:30 AM	2	9	13	24	2	6	2	10	1	5	0	6	5	3	2	10	50
08:45 AM	6	13	3	22	1	7	4	12	4	15	0	19	6	11	4	21	74
Total	16	48	37	101	5	23	14	42	11	39	3	53	23	17	10	50	246
Grand Total	30	88	56	174	10	45	34	89	20	66	6	92	39	35	16	90	445
Apprch %	17.2	50.6	32.2		11.2	50.6	38.2		21.7	71.7	6.5		43.3	38.9	17.8		
Total %	6.7	19.8	12.6	39.1	2.2	10.1	7.6	20	4.5	14.8	1.3	20.7	8.8	7.9	3.6	20.2	

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	4	8	5	17	<b>3</b>	<b>8</b>	6	<b>17</b>	1	7	0	8	4	<b>7</b>	1	<b>12</b>	54
07:30 AM	2	14	5	21	2	5	3	10	2	4	2	8	<b>5</b>	5	1	11	50
07:45 AM	<b>5</b>	11	4	20	0	6	<b>8</b>	14	<b>3</b>	6	0	9	4	4	<b>3</b>	11	54
08:00 AM	4	<b>16</b>	<b>11</b>	<b>31</b>	2	3	3	8	3	<b>8</b>	<b>3</b>	<b>14</b>	3	2	3	8	<b>61</b>
Total Volume	15	49	25	89	7	22	20	49	9	25	5	39	16	18	8	42	219
% App. Total	16.9	55.1	28.1		14.3	44.9	40.8		23.1	64.1	12.8		38.1	42.9	19		
PHF	.750	.766	.568	.718	.583	.688	.625	.721	.750	.781	.417	.696	.800	.643	.667	.875	.898

City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside AM  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	4	8	5	17	<b>3</b>	<b>8</b>	6	<b>17</b>	1	7	0	8	4	<b>7</b>	1	<b>12</b>
+15 mins.	2	14	5	21	2	5	3	10	2	4	2	8	<b>5</b>	5	1	11
+30 mins.	<b>5</b>	11	4	20	0	6	<b>8</b>	14	<b>3</b>	6	0	9	4	4	<b>3</b>	11
+45 mins.	4	<b>16</b>	<b>11</b>	<b>31</b>	2	3	3	8	3	<b>8</b>	<b>3</b>	<b>14</b>	3	2	3	8
Total Volume	15	49	25	89	7	22	20	49	9	25	5	39	16	18	8	42
% App. Total	16.9	55.1	28.1		14.3	44.9	40.8		23.1	64.1	12.8		38.1	42.9	19	
PHF	.750	.766	.568	.718	.583	.688	.625	.721	.750	.781	.417	.696	.800	.643	.667	.875



City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
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File Name : 12\_COL\_Agua Mansa\_Riverside PM  
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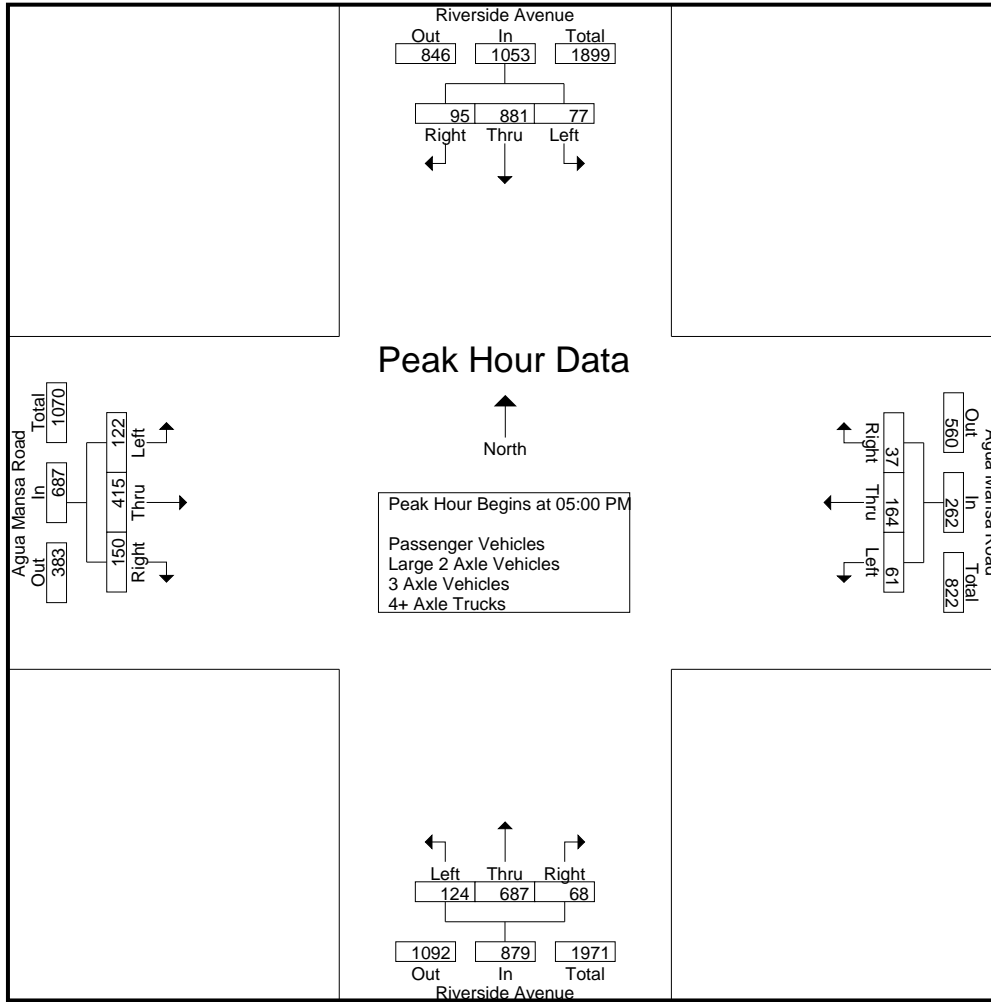
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	15	177	25	217	16	42	12	70	32	157	32	221	23	118	40	181	689
04:15 PM	25	205	31	261	13	43	9	65	30	177	22	229	23	122	34	179	734
04:30 PM	7	198	33	238	11	36	10	57	44	166	21	231	28	112	41	181	707
04:45 PM	16	212	22	250	19	51	5	75	35	153	19	207	32	91	38	161	693
Total	63	792	111	966	59	172	36	267	141	653	94	888	106	443	153	702	2823
05:00 PM	11	212	26	249	14	36	7	57	36	142	16	194	27	95	59	181	681
05:15 PM	17	206	24	247	18	45	14	77	32	183	18	233	31	111	38	180	737
05:30 PM	26	226	24	276	10	45	11	66	35	173	16	224	37	114	33	184	750
05:45 PM	23	237	21	281	19	38	5	62	21	189	18	228	27	95	20	142	713
Total	77	881	95	1053	61	164	37	262	124	687	68	879	122	415	150	687	2881
Grand Total	140	1673	206	2019	120	336	73	529	265	1340	162	1767	228	858	303	1389	5704
Apprch %	6.9	82.9	10.2		22.7	63.5	13.8		15	75.8	9.2		16.4	61.8	21.8		
Total %	2.5	29.3	3.6	35.4	2.1	5.9	1.3	9.3	4.6	23.5	2.8	31	4	15	5.3	24.4	
Passenger Vehicles	97	1509	143	1749	96	305	35	436	200	1207	141	1548	174	808	257	1239	4972
% Passenger Vehicles	69.3	90.2	69.4	86.6	80	90.8	47.9	82.4	75.5	90.1	87	87.6	76.3	94.2	84.8	89.2	87.2
Large 2 Axle Vehicles	4	50	14	68	13	17	3	33	36	58	7	101	9	29	20	58	260
% Large 2 Axle Vehicles	2.9	3	6.8	3.4	10.8	5.1	4.1	6.2	13.6	4.3	4.3	5.7	3.9	3.4	6.6	4.2	4.6
3 Axle Vehicles	6	48	14	68	6	7	5	18	11	25	5	41	9	12	8	29	156
% 3 Axle Vehicles	4.3	2.9	6.8	3.4	5	2.1	6.8	3.4	4.2	1.9	3.1	2.3	3.9	1.4	2.6	2.1	2.7
4+ Axle Trucks	33	66	35	134	5	7	30	42	18	50	9	77	36	9	18	63	316
% 4+ Axle Trucks	23.6	3.9	17	6.6	4.2	2.1	41.1	7.9	6.8	3.7	5.6	4.4	15.8	1	5.9	4.5	5.5

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	11	212	<b>26</b>	249	14	36	7	57	<b>36</b>	142	16	194	27	95	<b>59</b>	181	681
05:15 PM	17	206	24	247	18	<b>45</b>	<b>14</b>	<b>77</b>	32	183	<b>18</b>	<b>233</b>	31	111	38	180	737
05:30 PM	<b>26</b>	226	24	276	10	45	11	66	35	173	16	224	<b>37</b>	<b>114</b>	33	<b>184</b>	<b>750</b>
05:45 PM	23	<b>237</b>	21	<b>281</b>	<b>19</b>	38	5	62	21	<b>189</b>	18	228	27	95	20	142	713
Total Volume	77	881	95	1053	61	164	37	262	124	687	68	879	122	415	150	687	2881
% App. Total	7.3	83.7	9		23.3	62.6	14.1		14.1	78.2	7.7		17.8	60.4	21.8		
PHF	.740	.929	.913	.937	.803	.911	.661	.851	.861	.909	.944	.943	.824	.910	.636	.933	.960

City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside PM  
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				04:00 PM				04:45 PM			
+0 mins.	11	212	<b>26</b>	249	<b>19</b>	<b>51</b>	5	75	32	157	<b>32</b>	221	32	91	38	161
+15 mins.	17	206	24	247	14	36	7	57	30	<b>177</b>	22	229	27	95	<b>59</b>	181
+30 mins.	<b>26</b>	226	24	276	18	45	<b>14</b>	<b>77</b>	<b>44</b>	166	21	<b>231</b>	31	111	38	180
+45 mins.	23	<b>237</b>	21	<b>281</b>	10	45	11	66	35	153	19	207	<b>37</b>	<b>114</b>	<b>33</b>	<b>184</b>
Total Volume	77	881	95	1053	61	177	37	275	141	653	94	888	127	411	168	706
% App. Total	7.3	83.7	9		22.2	64.4	13.5		15.9	73.5	10.6		18	58.2	23.8	
PHF	.740	.929	.913	.937	.803	.868	.661	.893	.801	.922	.734	.961	.858	.901	.712	.959

City of Colton  
 N/S: Riverside Avenue  
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 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside PM  
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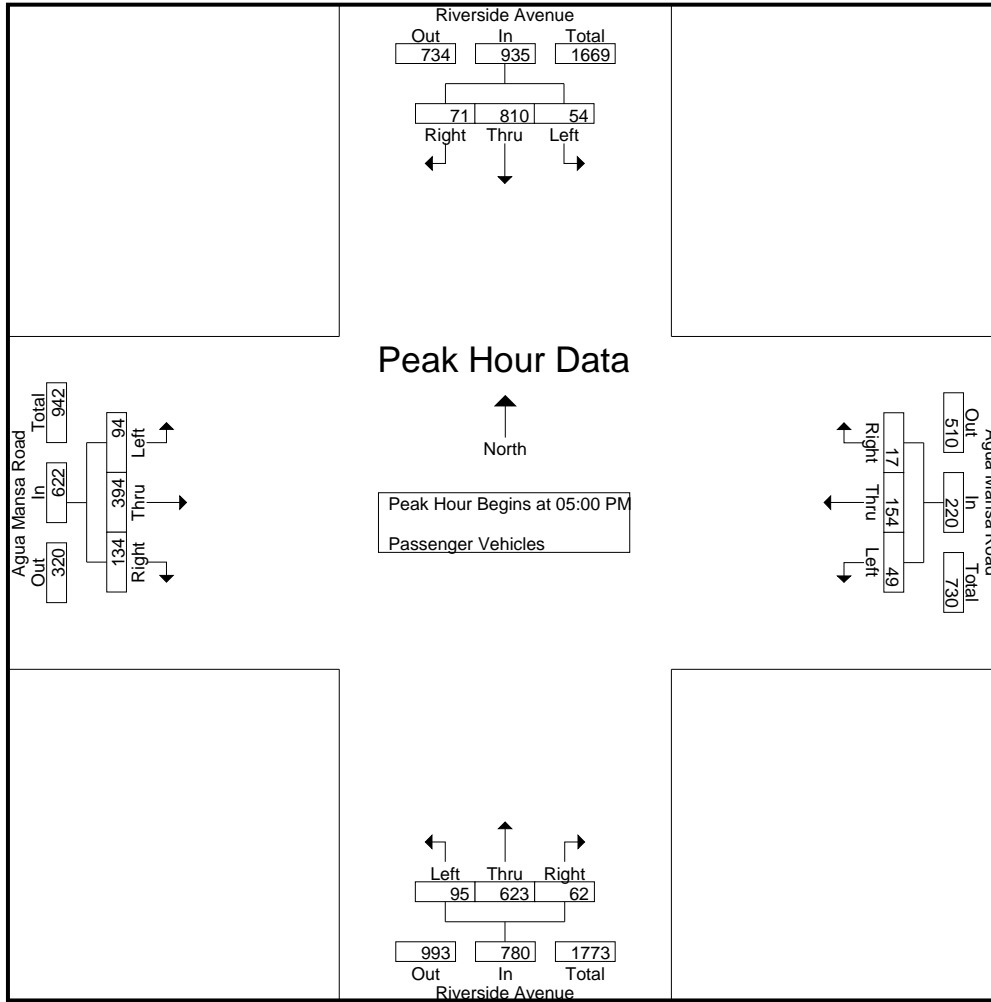
Groups Printed- Passenger Vehicles

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	146	19	170	11	36	8	55	20	144	29	193	20	111	32	163	581
04:15 PM	22	186	14	222	12	37	3	52	24	158	20	202	16	112	26	154	630
04:30 PM	6	173	24	203	8	33	6	47	34	147	16	197	19	106	33	158	605
04:45 PM	10	194	15	219	16	45	1	62	27	135	14	176	25	85	32	142	599
Total	43	699	72	814	47	151	18	216	105	584	79	768	80	414	123	617	2415
05:00 PM	7	191	20	218	11	33	2	46	28	126	15	169	18	91	53	162	595
05:15 PM	9	187	17	213	14	43	7	64	22	166	16	204	25	106	33	164	645
05:30 PM	22	217	18	257	10	43	6	59	28	157	15	200	29	106	30	165	681
05:45 PM	16	215	16	247	14	35	2	51	17	174	16	207	22	91	18	131	636
Total	54	810	71	935	49	154	17	220	95	623	62	780	94	394	134	622	2557
Grand Total	97	1509	143	1749	96	305	35	436	200	1207	141	1548	174	808	257	1239	4972
Apprch %	5.5	86.3	8.2		22	70	8		12.9	78	9.1		14	65.2	20.7		
Total %	2	30.3	2.9	35.2	1.9	6.1	0.7	8.8	4	24.3	2.8	31.1	3.5	16.3	5.2	24.9	

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	7	191	<b>20</b>	218	11	33	2	46	<b>28</b>	126	15	169	18	91	<b>53</b>	162	595
05:15 PM	9	187	17	213	<b>14</b>	<b>43</b>	<b>7</b>	<b>64</b>	22	166	<b>16</b>	204	25	<b>106</b>	33	164	645
05:30 PM	<b>22</b>	<b>217</b>	18	<b>257</b>	10	43	6	59	28	157	15	200	<b>29</b>	106	30	<b>165</b>	<b>681</b>
05:45 PM	16	215	16	247	14	35	2	51	17	<b>174</b>	16	<b>207</b>	22	91	18	131	636
Total Volume	54	810	71	935	49	154	17	220	95	623	62	780	94	394	134	622	2557
% App. Total	5.8	86.6	7.6		22.3	70	7.7		12.2	79.9	7.9		15.1	63.3	21.5		
PHF	.614	.933	.888	.910	.875	.895	.607	.859	.848	.895	.969	.942	.810	.929	.632	.942	.939

City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	7	191	20	218	11	33	2	46	28	126	15	169	18	91	53	162
+15 mins.	9	187	17	213	14	43	7	64	22	166	16	204	25	106	33	164
+30 mins.	22	217	18	257	10	43	6	59	28	157	15	200	29	106	30	165
+45 mins.	16	215	16	247	14	35	2	51	17	174	16	207	22	91	18	131
Total Volume	54	810	71	935	49	154	17	220	95	623	62	780	94	394	134	622
% App. Total	5.8	86.6	7.6		22.3	70	7.7		12.2	79.9	7.9		15.1	63.3	21.5	
PHF	.614	.933	.888	.910	.875	.895	.607	.859	.848	.895	.969	.942	.810	.929	.632	.942

City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

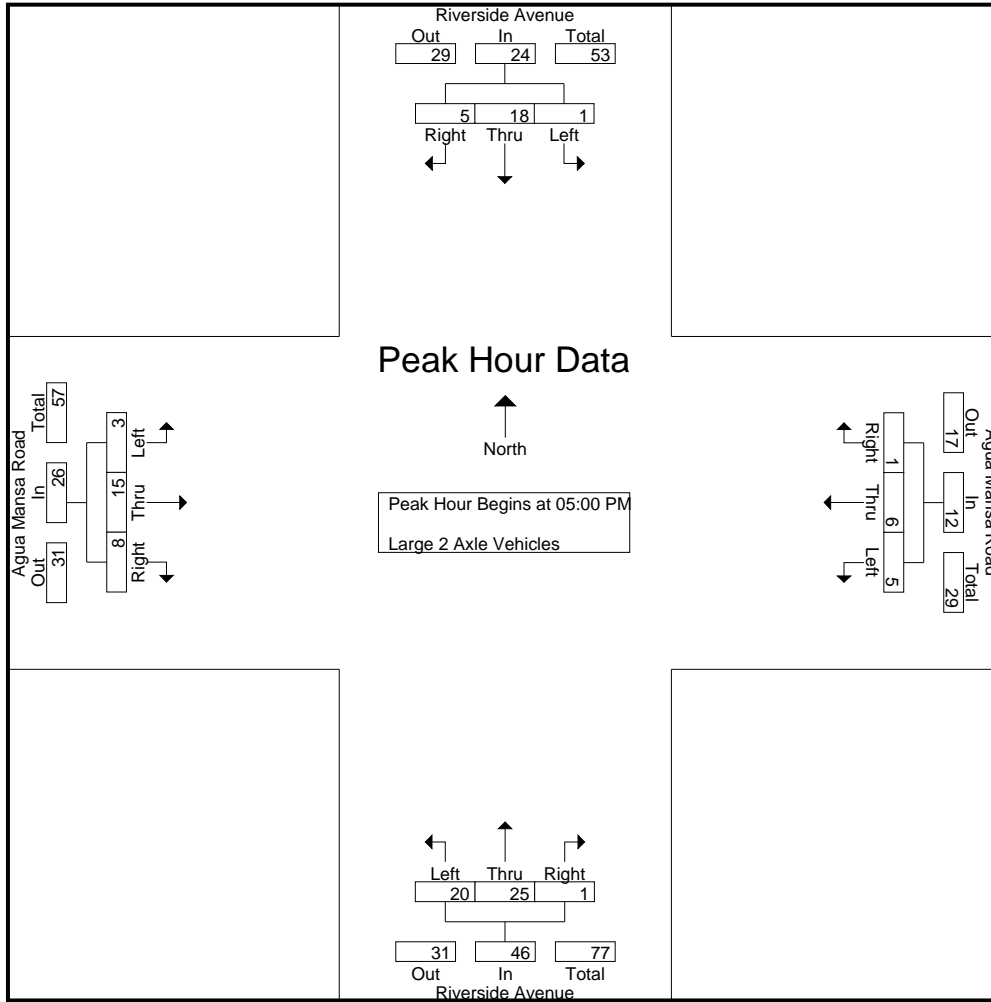
Groups Printed- Large 2 Axle Vehicles

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	9	1	13	2	3	0	5	5	7	1	13	0	1	4	5	36
04:15 PM	0	7	6	13	0	5	1	6	2	9	2	13	2	7	6	15	47
04:30 PM	0	9	2	11	3	1	0	4	6	9	2	17	3	3	1	7	39
04:45 PM	0	7	0	7	3	2	1	6	3	8	1	12	1	3	1	5	30
Total	3	32	9	44	8	11	2	21	16	33	6	55	6	14	12	32	152
05:00 PM	0	3	0	3	1	1	1	3	6	7	1	14	1	3	4	8	28
05:15 PM	1	6	3	10	1	1	0	2	8	5	0	13	0	4	2	6	31
05:30 PM	0	3	1	4	0	1	0	1	4	8	0	12	1	6	1	8	25
05:45 PM	0	6	1	7	3	3	0	6	2	5	0	7	1	2	1	4	24
Total	1	18	5	24	5	6	1	12	20	25	1	46	3	15	8	26	108
Grand Total	4	50	14	68	13	17	3	33	36	58	7	101	9	29	20	58	260
Apprch %	5.9	73.5	20.6		39.4	51.5	9.1		35.6	57.4	6.9		15.5	50	34.5		
Total %	1.5	19.2	5.4	26.2	5	6.5	1.2	12.7	13.8	22.3	2.7	38.8	3.5	11.2	7.7	22.3	

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	3	0	3	1	1	1	3	6	7	1	14	1	3	4	8	28
05:15 PM	1	6	3	10	1	1	0	2	8	5	0	13	0	4	2	6	31
05:30 PM	0	3	1	4	0	1	0	1	4	8	0	12	1	6	1	8	25
05:45 PM	0	6	1	7	3	3	0	6	2	5	0	7	1	2	1	4	24
Total Volume	1	18	5	24	5	6	1	12	20	25	1	46	3	15	8	26	108
% App. Total	4.2	75	20.8		41.7	50	8.3		43.5	54.3	2.2		11.5	57.7	30.8		
PHF	.250	.750	.417	.600	.417	.500	.250	.500	.625	.781	.250	.821	.750	.625	.500	.813	.871

City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	3	0	3	1	1	1	3	6	7	1	14	1	3	4	8
+15 mins.	1	6	3	10	1	1	0	2	8	5	0	13	0	4	2	6
+30 mins.	0	3	1	4	0	1	0	1	4	8	0	12	1	6	1	8
+45 mins.	0	6	1	7	3	3	0	6	2	5	0	7	1	2	1	4
Total Volume	1	18	5	24	5	6	1	12	20	25	1	46	3	15	8	26
% App. Total	4.2	75	20.8		41.7	50	8.3		43.5	54.3	2.2		11.5	57.7	30.8	
PHF	.250	.750	.417	.600	.417	.500	.250	.500	.625	.781	.250	.821	.750	.625	.500	.813

City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

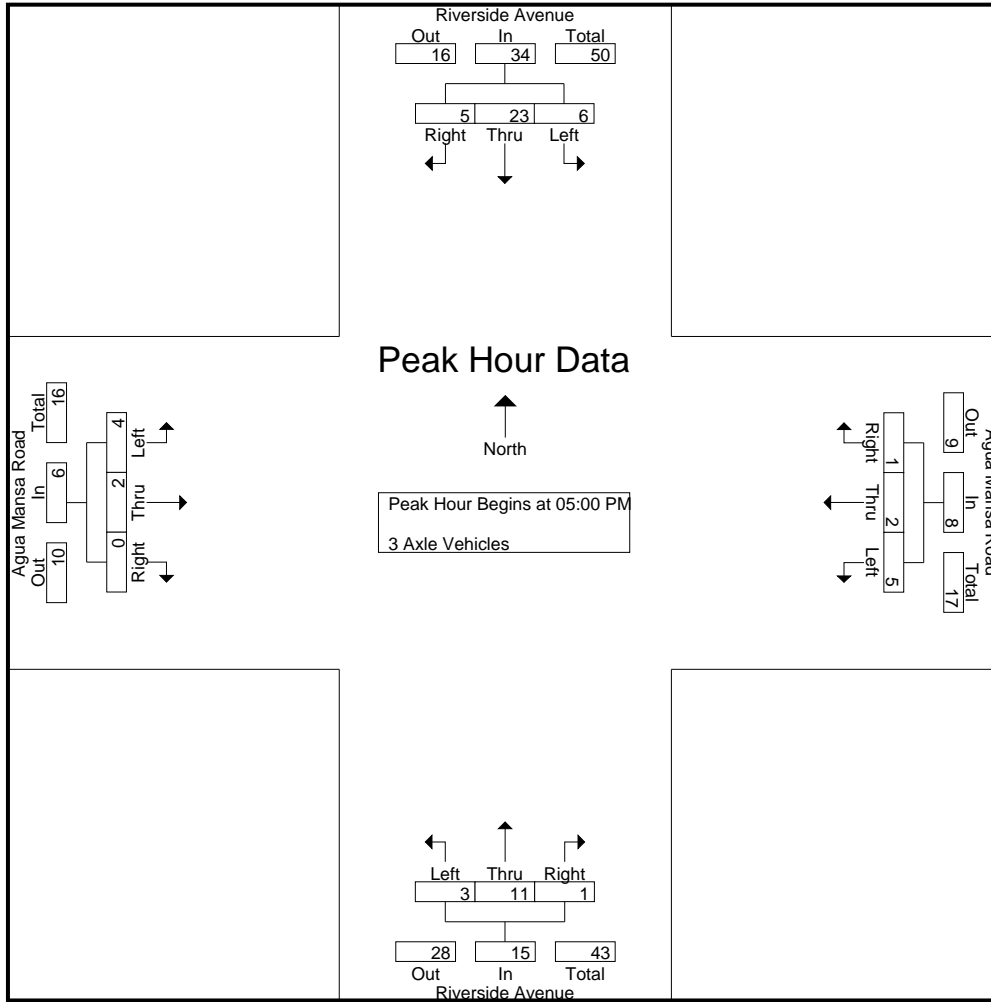
Groups Printed- 3 Axle Vehicles

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	10	3	13	1	1	0	2	2	5	1	8	1	4	2	7	30
04:15 PM	0	5	2	7	0	0	1	1	1	4	0	5	3	2	2	7	20
04:30 PM	0	4	2	6	0	2	1	3	2	4	2	8	1	3	2	6	23
04:45 PM	0	6	2	8	0	2	2	4	3	1	1	5	0	1	2	3	20
Total	0	25	9	34	1	5	4	10	8	14	4	26	5	10	8	23	93
05:00 PM	0	11	2	13	2	0	0	2	2	2	0	4	1	1	0	2	21
05:15 PM	2	4	0	6	2	1	0	3	0	1	0	1	1	0	0	1	11
05:30 PM	1	2	2	5	0	1	1	2	1	3	0	4	1	0	0	1	12
05:45 PM	3	6	1	10	1	0	0	1	0	5	1	6	1	1	0	2	19
Total	6	23	5	34	5	2	1	8	3	11	1	15	4	2	0	6	63
Grand Total	6	48	14	68	6	7	5	18	11	25	5	41	9	12	8	29	156
Apprch %	8.8	70.6	20.6		33.3	38.9	27.8		26.8	61	12.2		31	41.4	27.6		
Total %	3.8	30.8	9	43.6	3.8	4.5	3.2	11.5	7.1	16	3.2	26.3	5.8	7.7	5.1	18.6	

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	11	2	13	2	0	0	2	2	2	0	4	1	1	0	2	21
05:15 PM	2	4	0	6	2	1	0	3	0	1	0	1	1	0	0	1	11
05:30 PM	1	2	2	5	0	1	1	2	1	3	0	4	1	0	0	1	12
05:45 PM	3	6	1	10	1	0	0	1	0	5	1	6	1	1	0	2	19
Total Volume	6	23	5	34	5	2	1	8	3	11	1	15	4	2	0	6	63
% App. Total	17.6	67.6	14.7		62.5	25	12.5		20	73.3	6.7		66.7	33.3	0		
PHF	.500	.523	.625	.654	.625	.500	.250	.667	.375	.550	.250	.625	1.00	.500	.000	.750	.750

City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	11	2	13	2	0	0	2	2	2	0	4	1	1	0	2
+15 mins.	2	4	0	6	2	1	0	3	0	1	0	1	1	1	0	1
+30 mins.	1	2	2	5	0	1	1	2	1	3	0	4	1	0	0	1
+45 mins.	3	6	1	10	1	0	0	1	0	5	1	6	1	1	0	2
Total Volume	6	23	5	34	5	2	1	8	3	11	1	15	4	2	0	6
% App. Total	17.6	67.6	14.7		62.5	25	12.5		20	73.3	6.7		66.7	33.3	0	
PHF	.500	.523	.625	.654	.625	.500	.250	.667	.375	.550	.250	.625	1.000	.500	.000	.750



City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

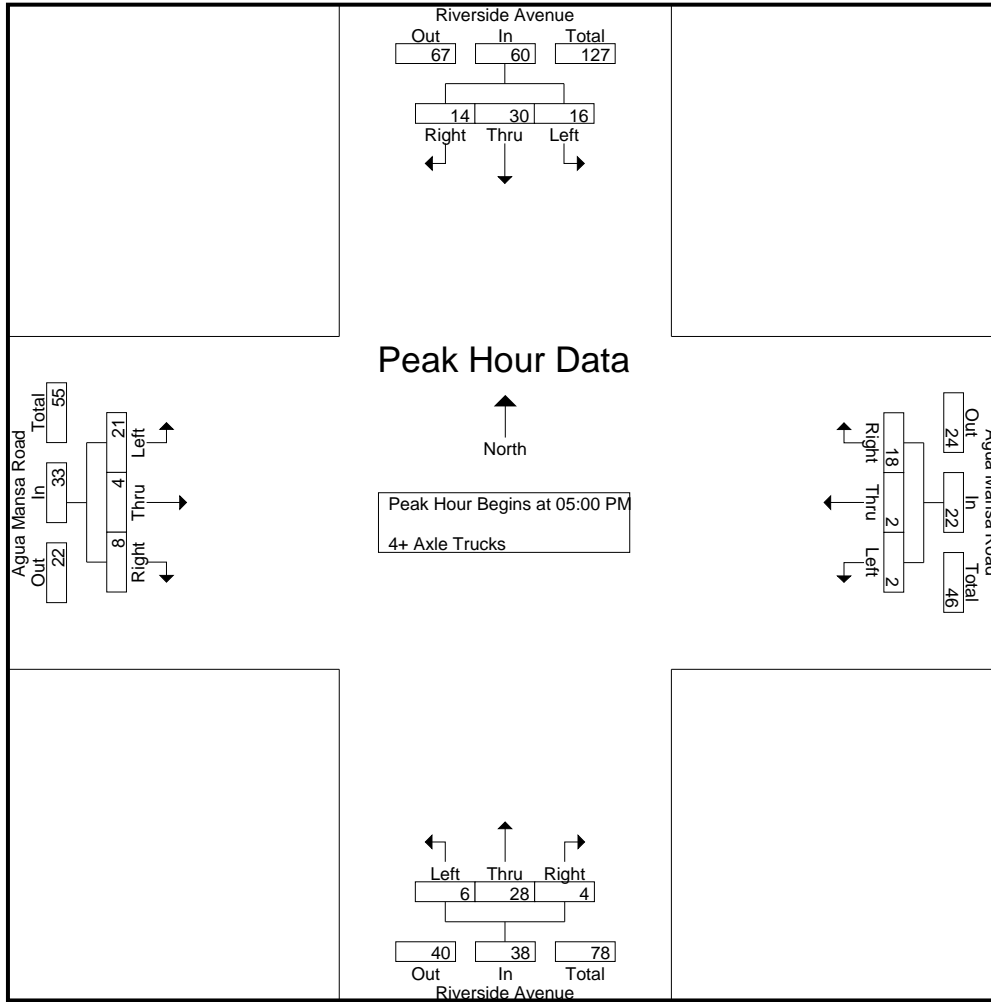
Groups Printed- 4+ Axle Trucks

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	7	12	2	21	2	2	4	8	5	1	1	7	2	2	2	6	42
04:15 PM	3	7	9	19	1	1	4	6	3	6	0	9	2	1	0	3	37
04:30 PM	1	12	5	18	0	0	3	3	2	6	1	9	5	0	5	10	40
04:45 PM	6	5	5	16	0	2	1	3	2	9	3	14	6	2	3	11	44
Total	17	36	21	74	3	5	12	20	12	22	5	39	15	5	10	30	163
05:00 PM	4	7	4	15	0	2	4	6	0	7	0	7	7	0	2	9	37
05:15 PM	5	9	4	18	1	0	7	8	2	11	2	15	5	1	3	9	50
05:30 PM	3	4	3	10	0	0	4	4	2	5	1	8	6	2	2	10	32
05:45 PM	4	10	3	17	1	0	3	4	2	5	1	8	3	1	1	5	34
Total	16	30	14	60	2	2	18	22	6	28	4	38	21	4	8	33	153
Grand Total	33	66	35	134	5	7	30	42	18	50	9	77	36	9	18	63	316
Apprch %	24.6	49.3	26.1		11.9	16.7	71.4		23.4	64.9	11.7		57.1	14.3	28.6		
Total %	10.4	20.9	11.1	42.4	1.6	2.2	9.5	13.3	5.7	15.8	2.8	24.4	11.4	2.8	5.7	19.9	

Start Time	Riverside Avenue Southbound				Agua Mansa Road Westbound				Riverside Avenue Northbound				Agua Mansa Road Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	7	4	15	0	2	4	6	0	7	0	7	7	0	2	9	37
05:15 PM	5	9	4	18	1	0	7	8	2	11	2	15	5	1	3	9	50
05:30 PM	3	4	3	10	0	0	4	4	2	5	1	8	6	2	2	10	32
05:45 PM	4	10	3	17	1	0	3	4	2	5	1	8	3	1	1	5	34
Total Volume	16	30	14	60	2	2	18	22	6	28	4	38	21	4	8	33	153
% App. Total	26.7	50	23.3		9.1	9.1	81.8		15.8	73.7	10.5		63.6	12.1	24.2		
PHF	.800	.750	.875	.833	.500	.250	.643	.688	.750	.636	.500	.633	.750	.500	.667	.825	.765

City of Colton  
 N/S: Riverside Avenue  
 E/W: Agua Mansa Road  
 Weather: Clear

File Name : 12\_COL\_Agua Mansa\_Riverside PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	4	7	4	15	0	2	4	6	0	7	0	7	7	0	2	9
+15 mins.	5	9	4	18	1	0	7	8	2	11	2	15	5	1	3	9
+30 mins.	3	4	3	10	0	0	4	4	2	5	1	8	6	2	2	10
+45 mins.	4	10	3	17	1	0	3	4	2	5	1	8	3	1	1	5
Total Volume	16	30	14	60	2	2	18	22	6	28	4	38	21	4	8	33
% App. Total	26.7	50	23.3		9.1	9.1	81.8		15.8	73.7	10.5		63.6	12.1	24.2	
PHF	.800	.750	.875	.833	.500	.250	.643	.688	.750	.636	.500	.633	.750	.500	.667	.825

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

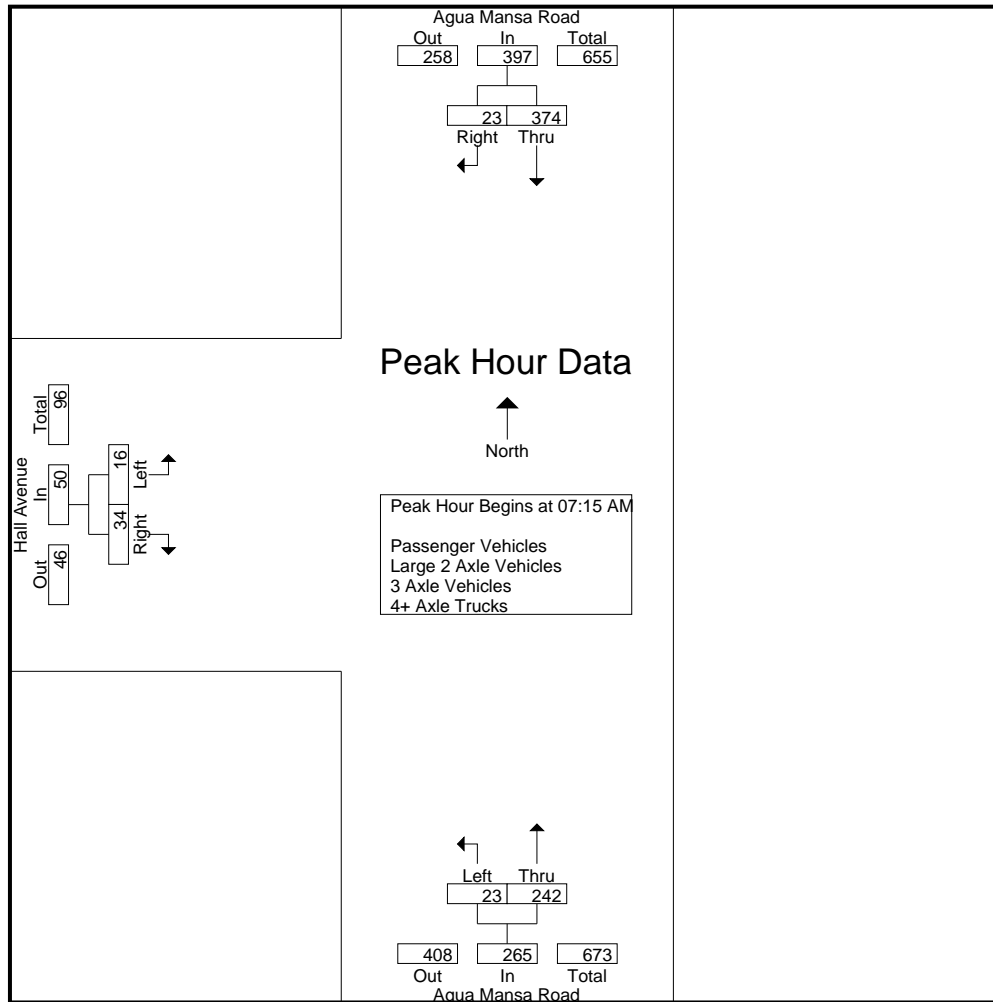
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	69	12	81	10	49	59	1	13	14	154
07:15 AM	91	7	98	4	47	51	1	9	10	159
07:30 AM	96	11	107	3	67	70	9	7	16	193
07:45 AM	110	3	113	9	65	74	0	10	10	197
Total	366	33	399	26	228	254	11	39	50	703
08:00 AM	77	2	79	7	63	70	6	8	14	163
08:15 AM	71	5	76	3	54	57	3	4	7	140
08:30 AM	51	6	57	8	68	76	1	4	5	138
08:45 AM	48	3	51	8	69	77	5	8	13	141
Total	247	16	263	26	254	280	15	24	39	582
Grand Total	613	49	662	52	482	534	26	63	89	1285
Apprch %	92.6	7.4		9.7	90.3		29.2	70.8		
Total %	47.7	3.8	51.5	4	37.5	41.6	2	4.9	6.9	
Passenger Vehicles	474	29	503	46	327	373	19	58	77	953
% Passenger Vehicles	77.3	59.2	76	88.5	67.8	69.9	73.1	92.1	86.5	74.2
Large 2 Axle Vehicles	31	13	44	1	33	34	5	1	6	84
% Large 2 Axle Vehicles										
3 Axle Vehicles	30	2	32	2	34	36	0	1	1	69
% 3 Axle Vehicles	4.9	4.1	4.8	3.8	7.1	6.7	0	1.6	1.1	5.4
4+ Axle Trucks	78	5	83	3	88	91	2	3	5	179
% 4+ Axle Trucks	12.7	10.2	12.5	5.8	18.3	17	7.7	4.8	5.6	13.9

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	91	7	98	4	47	51	1	9	10	159
07:30 AM	96	11	107	3	67	70	9	7	16	193
07:45 AM	110	3	113	9	65	74	0	10	10	197
08:00 AM	77	2	79	7	63	70	6	8	14	163
Total Volume	374	23	397	23	242	265	16	34	50	712
% App. Total	94.2	5.8		8.7	91.3		32	68		
PHF	.850	.523	.878	.639	.903	.895	.444	.850	.781	.904

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM			08:00 AM			07:00 AM		
+0 mins.	69	<b>12</b>	81	7	63	70	1	<b>13</b>	14
+15 mins.	91	7	98	3	54	57	1	9	10
+30 mins.	96	11	107	<b>8</b>	68	76	<b>9</b>	7	<b>16</b>
+45 mins.	<b>110</b>	3	<b>113</b>	8	<b>69</b>	<b>77</b>	0	10	10
Total Volume	366	33	399	26	254	280	11	39	50
% App. Total	91.7	8.3		9.3	90.7		22	78	
PHF	.832	.688	.883	.813	.920	.909	.306	.750	.781

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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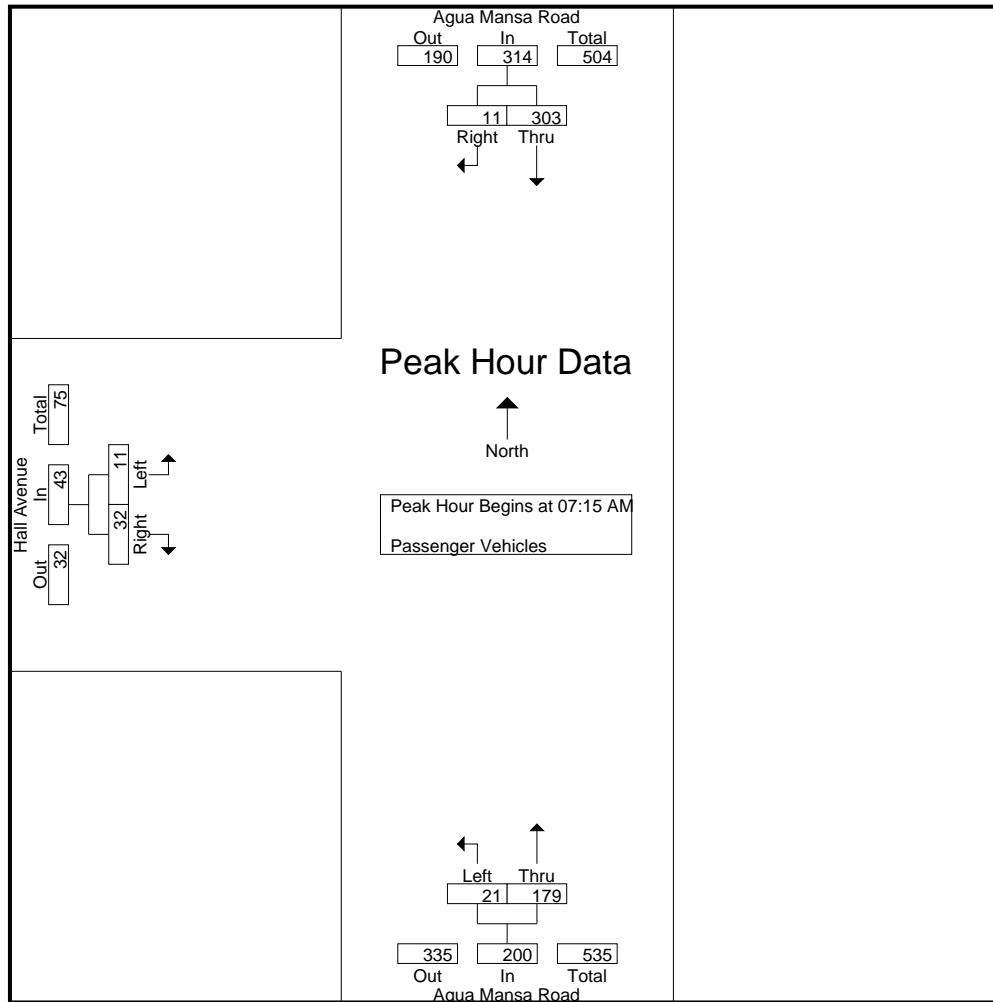
Groups Printed- Passenger Vehicles

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	61	5	66	10	37	47	1	12	13	126
07:15 AM	75	3	78	3	36	39	0	9	9	126
07:30 AM	83	4	87	3	54	57	6	6	12	156
07:45 AM	87	2	89	9	47	56	0	10	10	155
Total	306	14	320	25	174	199	7	37	44	563
08:00 AM	58	2	60	6	42	48	5	7	12	120
08:15 AM	46	5	51	2	34	36	2	4	6	93
08:30 AM	37	5	42	8	43	51	1	3	4	97
08:45 AM	27	3	30	5	34	39	4	7	11	80
Total	168	15	183	21	153	174	12	21	33	390
Grand Total	474	29	503	46	327	373	19	58	77	953
Apprch %	94.2	5.8		12.3	87.7		24.7	75.3		
Total %	49.7	3	52.8	4.8	34.3	39.1	2	6.1	8.1	

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	75	3	78	3	36	39	0	9	9	126
07:30 AM	83	<b>4</b>	87	3	<b>54</b>	<b>57</b>	<b>6</b>	6	<b>12</b>	<b>156</b>
07:45 AM	<b>87</b>	2	<b>89</b>	<b>9</b>	47	56	0	<b>10</b>	10	155
08:00 AM	58	2	60	6	42	48	5	7	12	120
Total Volume	303	11	314	21	179	200	11	32	43	557
% App. Total	96.5	3.5		10.5	89.5		25.6	74.4		
PHF	.871	.688	.882	.583	.829	.877	.458	.800	.896	.893

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	75	3	78	3	36	39	0	9	9
+15 mins.	83	4	87	3	54	57	6	6	12
+30 mins.	87	2	89	9	47	56	0	10	10
+45 mins.	58	2	60	6	42	48	5	7	12
Total Volume	303	11	314	21	179	200	11	32	43
% App. Total	96.5	3.5		10.5	89.5		25.6	74.4	
PHF	.871	.688	.882	.583	.829	.877	.458	.800	.896

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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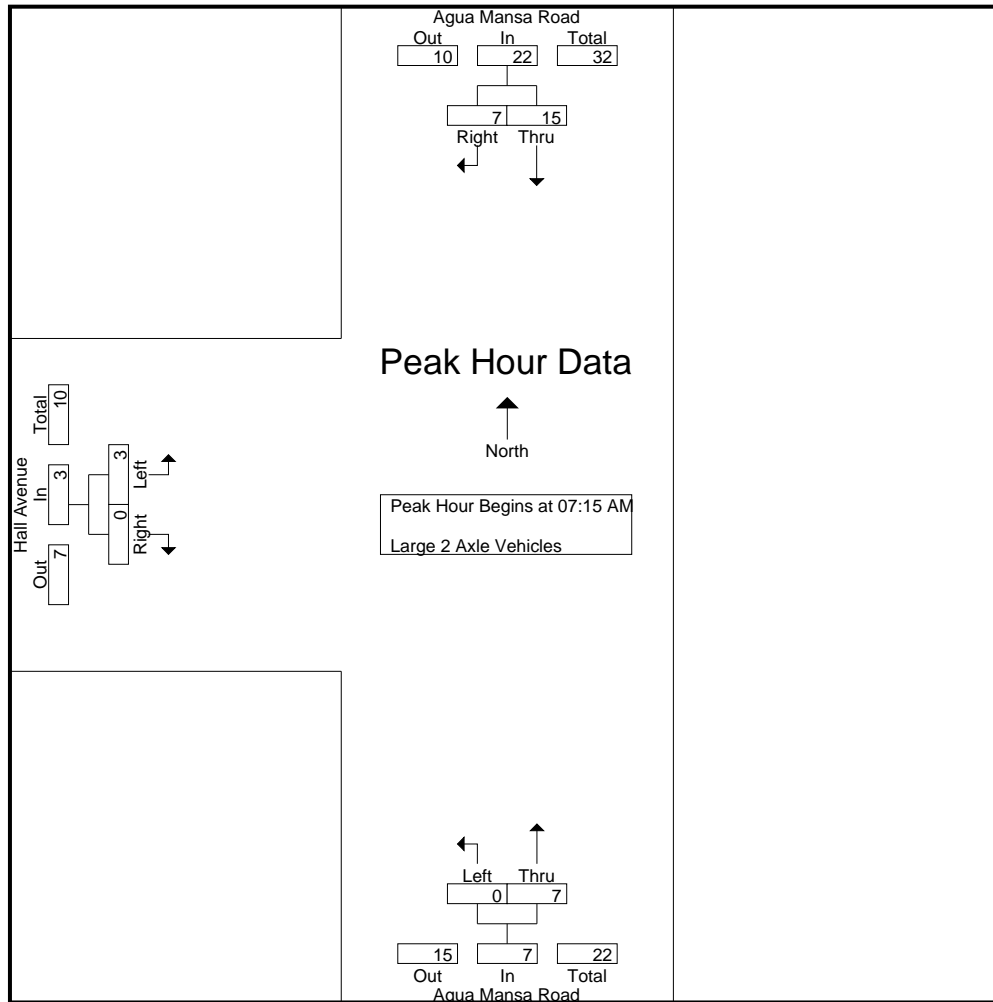
Groups Printed- Large 2 Axle Vehicles

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	0	6	6	0	1	1	0	0	0	7
07:15 AM	0	2	2	0	0	0	0	0	0	2
07:30 AM	0	5	5	0	0	0	2	0	2	7
07:45 AM	8	0	8	0	3	3	0	0	0	11
Total	8	13	21	0	4	4	2	0	2	27
08:00 AM	7	0	7	0	4	4	1	0	1	12
08:15 AM	6	0	6	1	5	6	1	0	1	13
08:30 AM	5	0	5	0	9	9	0	1	1	15
08:45 AM	5	0	5	0	11	11	1	0	1	17
Total	23	0	23	1	29	30	3	1	4	57
Grand Total	31	13	44	1	33	34	5	1	6	84
Apprch %	70.5	29.5		2.9	97.1		83.3	16.7		
Total %	36.9	15.5	52.4	1.2	39.3	40.5	6	1.2	7.1	

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	2	0	0	0	0	0	0	2
07:30 AM	0	5	5	0	0	0	2	0	2	7
07:45 AM	8	0	8	0	3	3	0	0	0	11
08:00 AM	7	0	7	0	4	4	1	0	1	12
Total Volume	15	7	22	0	7	7	3	0	3	32
% App. Total	68.2	31.8		0	100		100	0		
PHF	.469	.350	.688	.000	.438	.438	.375	.000	.375	.667

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall AM  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	2	2	0	0	0	0	0	0
+15 mins.	0	5	5	0	0	0	2	0	2
+30 mins.	8	0	8	0	3	3	0	0	0
+45 mins.	7	0	7	0	4	4	1	0	1
Total Volume	15	7	22	0	7	7	3	0	3
% App. Total	68.2	31.8		0	100		100	0	
PHF	.469	.350	.688	.000	.438	.438	.375	.000	.375



City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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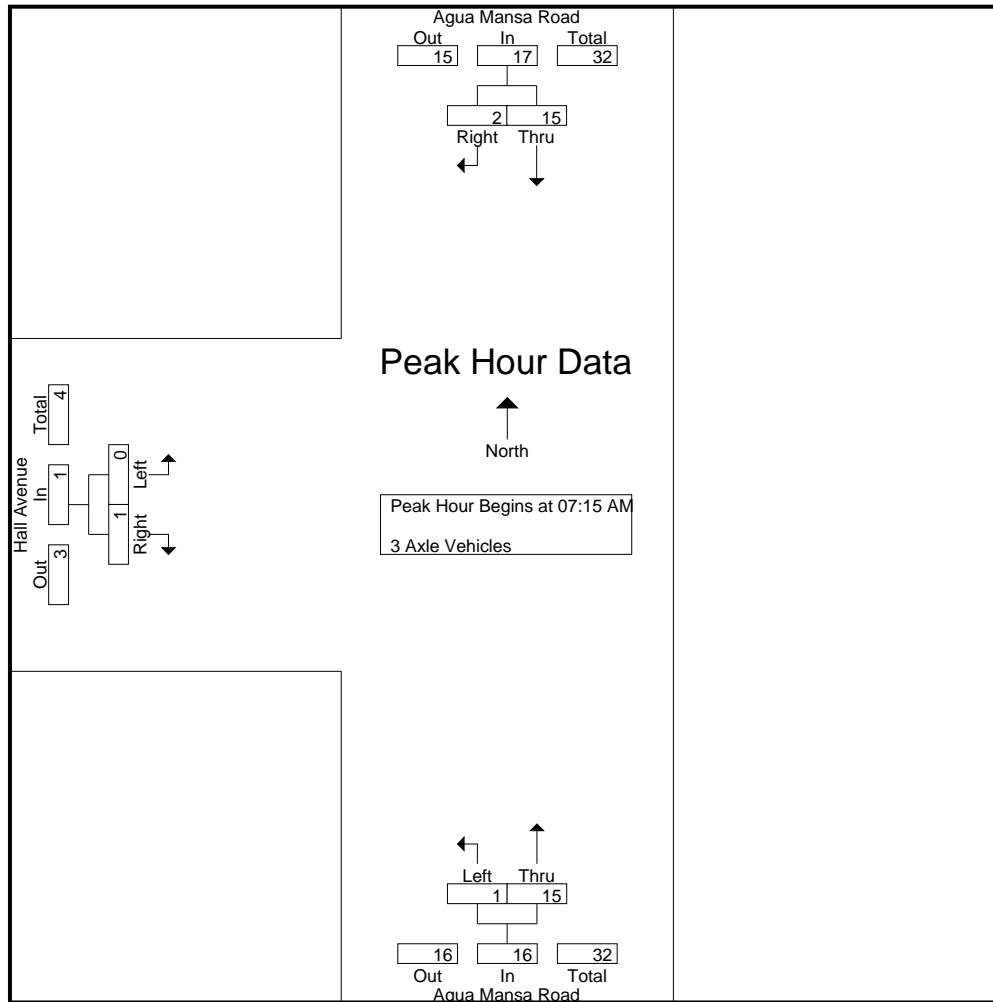
Groups Printed- 3 Axle Vehicles

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	2	0	2	0	3	3	0	0	0	5
07:15 AM	2	1	3	1	4	5	0	0	0	8
07:30 AM	6	0	6	0	3	3	0	1	1	10
07:45 AM	6	1	7	0	3	3	0	0	0	10
Total	16	2	18	1	13	14	0	1	1	33
08:00 AM	1	0	1	0	5	5	0	0	0	6
08:15 AM	5	0	5	0	5	5	0	0	0	10
08:30 AM	2	0	2	0	3	3	0	0	0	5
08:45 AM	6	0	6	1	8	9	0	0	0	15
Total	14	0	14	1	21	22	0	0	0	36
Grand Total	30	2	32	2	34	36	0	1	1	69
Apprch %	93.8	6.2		5.6	94.4		0	100		
Total %	43.5	2.9	46.4	2.9	49.3	52.2	0	1.4	1.4	

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	3	1	4	5	0	0	0	8
07:30 AM	6	0	6	0	3	3	0	1	1	10
07:45 AM	6	1	7	0	3	3	0	0	0	10
08:00 AM	1	0	1	0	5	5	0	0	0	6
Total Volume	15	2	17	1	15	16	0	1	1	34
% App. Total	88.2	11.8		6.2	93.8		0	100		
PHF	.625	.500	.607	.250	.750	.800	.000	.250	.250	.850

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall AM  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	2	1	3	1	4	5	0	0	0
+15 mins.	6	0	6	0	3	3	0	1	1
+30 mins.	6	1	7	0	3	3	0	0	0
+45 mins.	1	0	1	0	5	5	0	0	0
Total Volume	15	2	17	1	15	16	0	1	1
% App. Total	88.2	11.8		6.2	93.8		0	100	
PHF	.625	.500	.607	.250	.750	.800	.000	.250	.250

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall AM  
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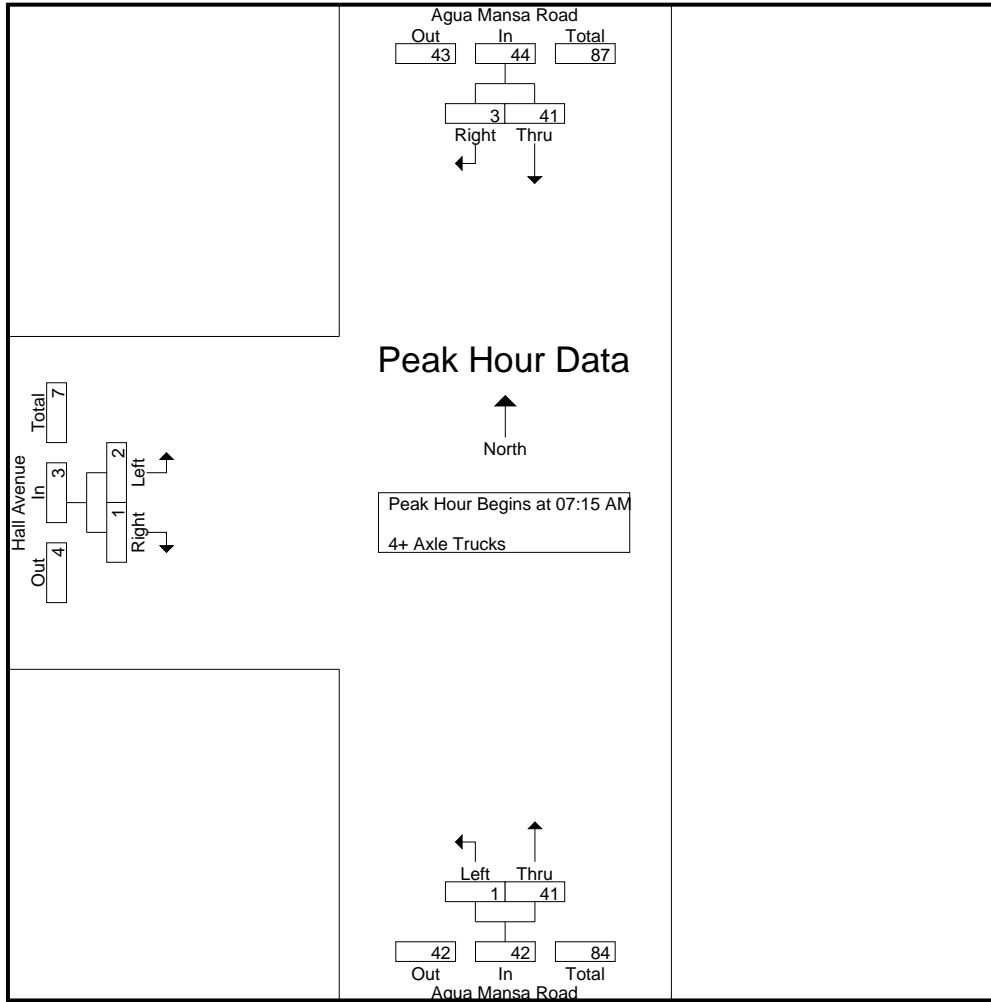
Groups Printed- 4+ Axle Trucks

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
07:00 AM	6	1	7	0	8	8	0	1	1	16
07:15 AM	14	1	15	0	7	7	1	0	1	23
07:30 AM	7	2	9	0	10	10	1	0	1	20
07:45 AM	9	0	9	0	12	12	0	0	0	21
Total	36	4	40	0	37	37	2	1	3	80
08:00 AM	11	0	11	1	12	13	0	1	1	25
08:15 AM	14	0	14	0	10	10	0	0	0	24
08:30 AM	7	1	8	0	13	13	0	0	0	21
08:45 AM	10	0	10	2	16	18	0	1	1	29
Total	42	1	43	3	51	54	0	2	2	99
Grand Total	78	5	83	3	88	91	2	3	5	179
Apprch %	94	6		3.3	96.7		40	60		
Total %	43.6	2.8	46.4	1.7	49.2	50.8	1.1	1.7	2.8	

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. 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	14	1	15	0	7	7	1	0	1	23
07:30 AM	7	2	9	0	10	10	1	0	1	20
07:45 AM	9	0	9	0	12	12	0	0	0	21
08:00 AM	11	0	11	1	12	13	0	1	1	25
Total Volume	41	3	44	1	41	42	2	1	3	89
% App. Total	93.2	6.8		2.4	97.6		66.7	33.3		
PHF	.732	.375	.733	.250	.854	.808	.500	.250	.750	.890

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall AM  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	14	1	15	0	7	7	1	0	1
+15 mins.	7	2	9	0	10	10	1	0	1
+30 mins.	9	0	9	0	12	12	0	0	0
+45 mins.	11	0	11	1	12	13	0	1	1
Total Volume	41	3	44	1	41	42	2	1	3
% App. Total	93.2	6.8		2.4	97.6		66.7	33.3	
PHF	.732	.375	.733	.250	.854	.808	.500	.250	.750

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

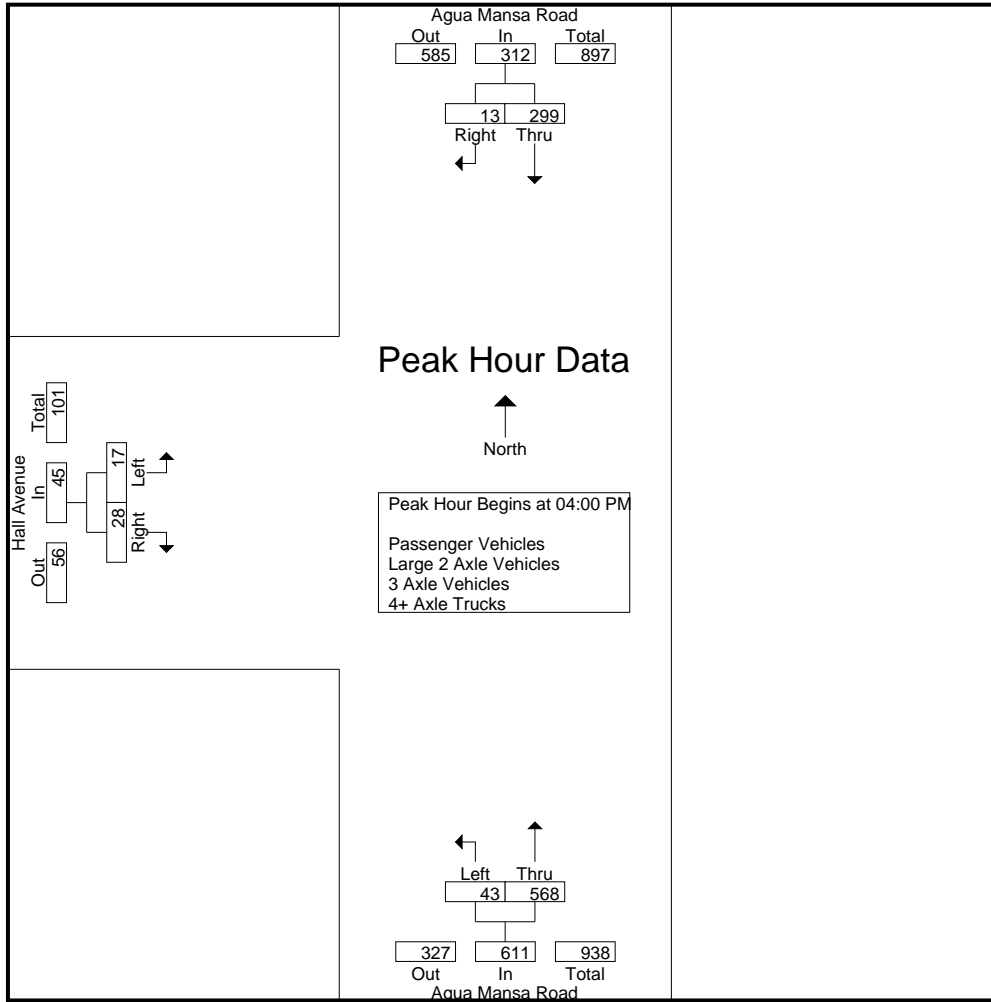
Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	74	2	76	9	154	163	5	7	12	251
04:15 PM	77	6	83	10	154	164	2	5	7	254
04:30 PM	81	3	84	10	143	153	3	10	13	250
04:45 PM	67	2	69	14	117	131	7	6	13	213
Total	299	13	312	43	568	611	17	28	45	968
05:00 PM	70	1	71	17	129	146	4	8	12	229
05:15 PM	69	3	72	12	153	165	4	7	11	248
05:30 PM	69	1	70	10	129	139	8	5	13	222
05:45 PM	68	2	70	2	122	124	3	3	6	200
Total	276	7	283	41	533	574	19	23	42	899
Grand Total	575	20	595	84	1101	1185	36	51	87	1867
Apprch %	96.6	3.4		7.1	92.9		41.4	58.6		
Total %	30.8	1.1	31.9	4.5	59	63.5	1.9	2.7	4.7	
Passenger Vehicles	451	16	467	74	917	991	35	39	74	1532
% Passenger Vehicles	78.4	80	78.5	88.1	83.3	83.6	97.2	76.5	85.1	82.1
Large 2 Axle Vehicles	33	1	34	8	45	53	0	4	4	91
% Large 2 Axle Vehicles										
3 Axle Vehicles	33	0	33	0	31	31	0	6	6	70
% 3 Axle Vehicles	5.7	0	5.5	0	2.8	2.6	0	11.8	6.9	3.7
4+ Axle Trucks	58	3	61	2	108	110	1	2	3	174
% 4+ Axle Trucks	10.1	15	10.3	2.4	9.8	9.3	2.8	3.9	3.4	9.3

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	74	2	76	9	<b>154</b>	163	5	7	12	251
04:15 PM	77	<b>6</b>	83	10	154	<b>164</b>	2	5	7	<b>254</b>
04:30 PM	<b>81</b>	3	<b>84</b>	10	143	153	3	<b>10</b>	<b>13</b>	250
04:45 PM	67	2	69	<b>14</b>	117	131	<b>7</b>	6	13	213
Total Volume	299	13	312	43	568	611	17	28	45	968
% App. Total	95.8	4.2		7	93		37.8	62.2		
PHF	.923	.542	.929	.768	.922	.931	.607	.700	.865	.953

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

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall PM  
 Site Code : 00318765  
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:30 PM		
+0 mins.	74	2	76	9	<b>154</b>	<b>163</b>	3	<b>10</b>	<b>13</b>
+15 mins.	77	<b>6</b>	83	10	154	<b>164</b>	<b>7</b>	6	13
+30 mins.	<b>81</b>	3	<b>84</b>	10	143	153	4	8	12
+45 mins.	67	2	69	<b>14</b>	117	131	4	7	11
Total Volume	299	13	312	43	568	611	18	31	49
% App. Total	95.8	4.2		7	93		36.7	63.3	
PHF	.923	.542	.929	.768	.922	.931	.643	.775	.942

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

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 Site Code : 00318765  
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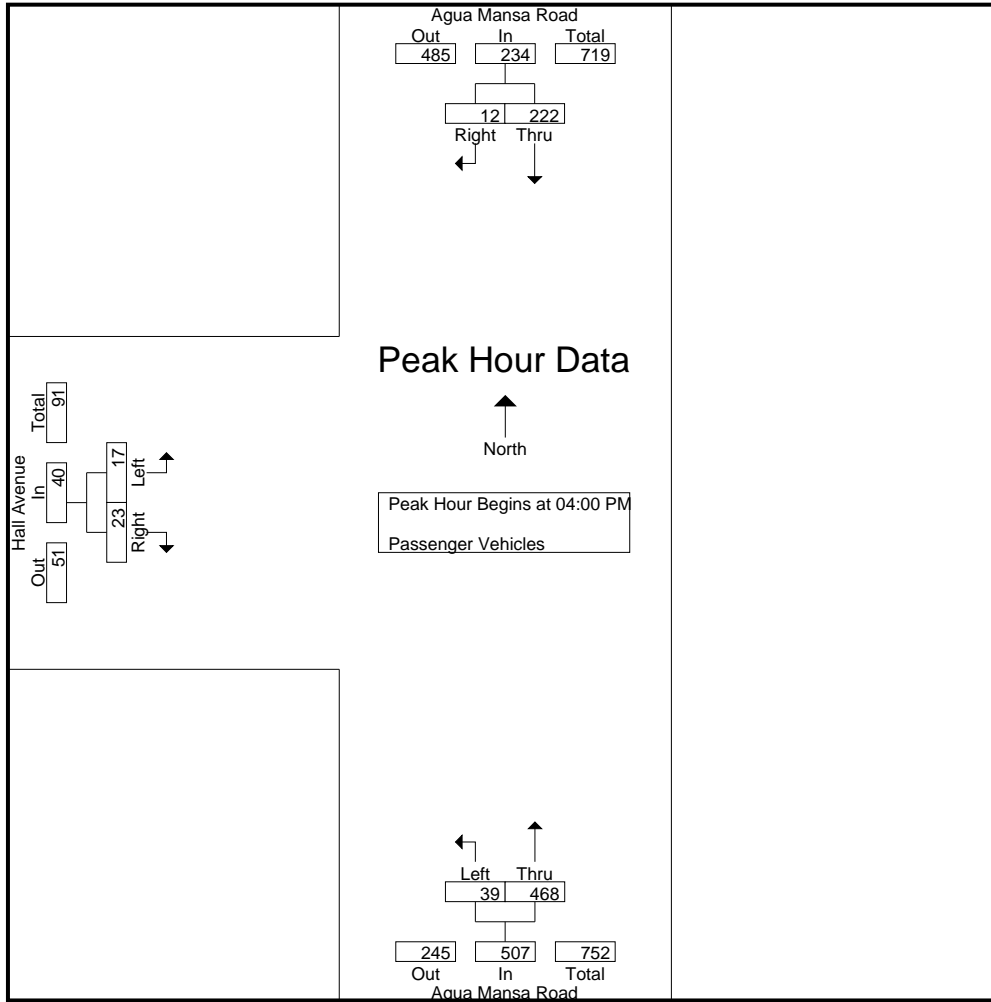
Groups Printed- Passenger Vehicles

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	58	2	60	9	126	135	5	3	8	203
04:15 PM	51	6	57	9	131	140	2	5	7	204
04:30 PM	67	3	70	9	116	125	3	10	13	208
04:45 PM	46	1	47	12	95	107	7	5	12	166
Total	222	12	234	39	468	507	17	23	40	781
05:00 PM	58	1	59	16	107	123	4	6	10	192
05:15 PM	50	1	51	9	130	139	4	4	8	198
05:30 PM	59	1	60	8	109	117	7	3	10	187
05:45 PM	62	1	63	2	103	105	3	3	6	174
Total	229	4	233	35	449	484	18	16	34	751
Grand Total	451	16	467	74	917	991	35	39	74	1532
Apprch %	96.6	3.4		7.5	92.5		47.3	52.7		
Total %	29.4	1	30.5	4.8	59.9	64.7	2.3	2.5	4.8	

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	58	2	60	9	126	135	5	3	8	203
04:15 PM	51	<b>6</b>	57	9	<b>131</b>	<b>140</b>	2	5	7	204
04:30 PM	<b>67</b>	<b>3</b>	<b>70</b>	9	116	125	3	<b>10</b>	<b>13</b>	<b>208</b>
04:45 PM	46	1	47	<b>12</b>	95	107	<b>7</b>	5	12	166
Total Volume	222	12	234	39	468	507	17	23	40	781
% App. Total	94.9	5.1		7.7	92.3		42.5	57.5		
PHF	.828	.500	.836	.813	.893	.905	.607	.575	.769	.939

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	58	2	60	9	126	135	5	3	8
+15 mins.	51	6	57	9	131	140	2	5	7
+30 mins.	67	3	70	9	116	125	3	10	13
+45 mins.	46	1	47	12	95	107	7	5	12
Total Volume	222	12	234	39	468	507	17	23	40
% App. Total	94.9	5.1		7.7	92.3		42.5	57.5	
PHF	.828	.500	.836	.813	.893	.905	.607	.575	.769



City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall PM  
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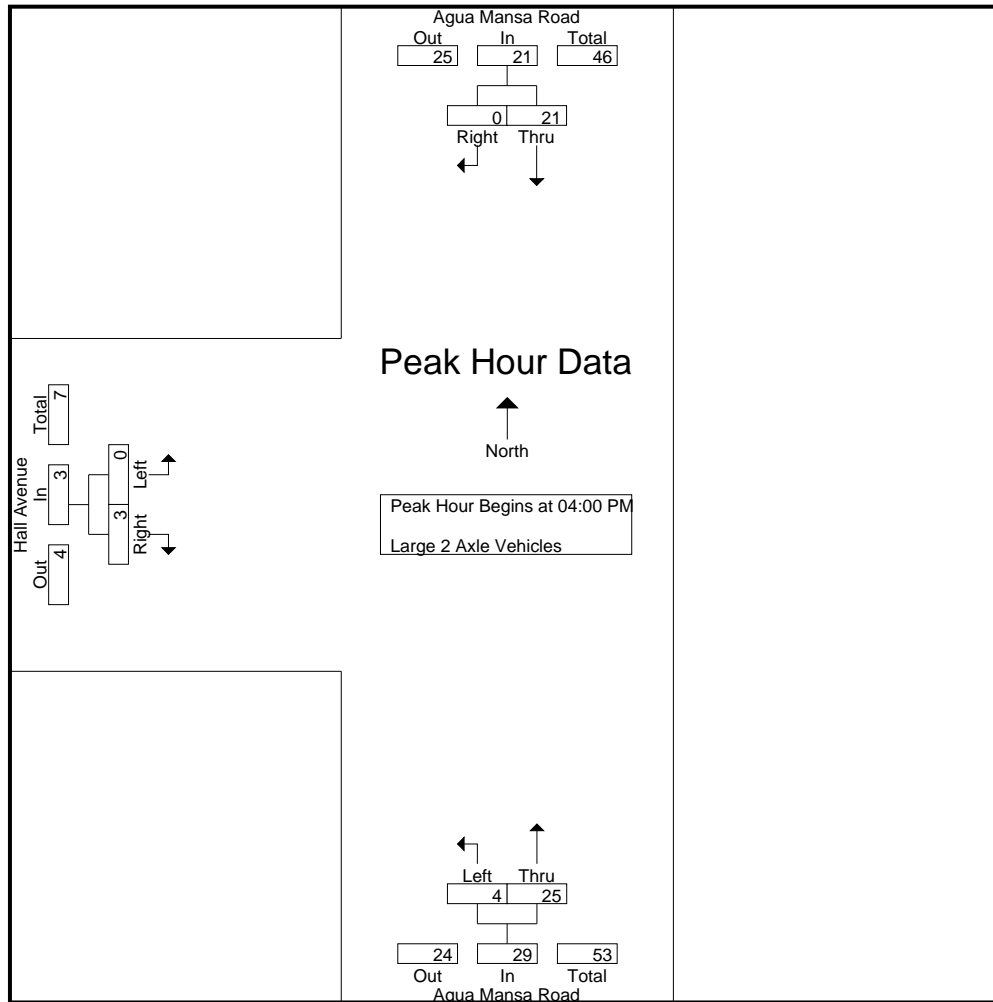
Groups Printed- Large 2 Axle Vehicles

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	3	0	3	0	8	8	0	3	3	14
04:15 PM	12	0	12	1	9	10	0	0	0	22
04:30 PM	2	0	2	1	5	6	0	0	0	8
04:45 PM	4	0	4	2	3	5	0	0	0	9
Total	21	0	21	4	25	29	0	3	3	53
05:00 PM	3	0	3	0	6	6	0	1	1	10
05:15 PM	8	0	8	2	2	4	0	0	0	12
05:30 PM	0	0	0	2	6	8	0	0	0	8
05:45 PM	1	1	2	0	6	6	0	0	0	8
Total	12	1	13	4	20	24	0	1	1	38
Grand Total	33	1	34	8	45	53	0	4	4	91
Apprch %	97.1	2.9		15.1	84.9		0	100		
Total %	36.3	1.1	37.4	8.8	49.5	58.2	0	4.4	4.4	

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	3	0	3	0	8	8	0	<b>3</b>	<b>3</b>	14
04:15 PM	<b>12</b>	0	<b>12</b>	1	<b>9</b>	<b>10</b>	0	0	0	<b>22</b>
04:30 PM	2	0	2	1	5	6	0	0	0	8
04:45 PM	4	0	4	<b>2</b>	3	5	0	0	0	9
Total Volume	21	0	21	4	25	29	0	3	3	53
% App. Total	100	0		13.8	86.2		0	100		
PHF	.438	.000	.438	.500	.694	.725	.000	.250	.250	.602

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	3	0	3	0	8	8	0	3	3
+15 mins.	12	0	12	1	9	10	0	0	0
+30 mins.	2	0	2	1	5	6	0	0	0
+45 mins.	4	0	4	2	3	5	0	0	0
Total Volume	21	0	21	4	25	29	0	3	3
% App. Total	100	0		13.8	86.2		0	100	
PHF	.438	.000	.438	.500	.694	.725	.000	.250	.250

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

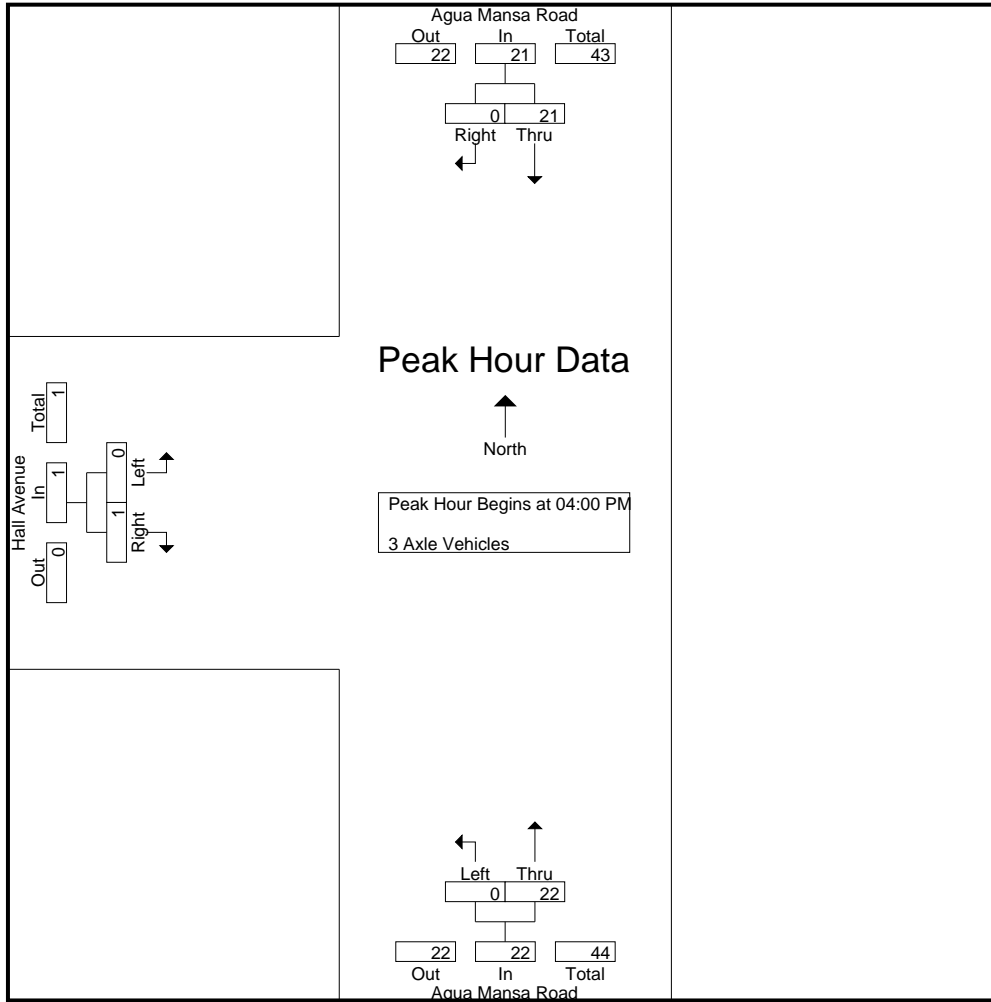
Groups Printed- 3 Axle Vehicles

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	7	0	7	0	7	7	0	0	0	14
04:15 PM	5	0	5	0	7	7	0	0	0	12
04:30 PM	4	0	4	0	6	6	0	0	0	10
04:45 PM	5	0	5	0	2	2	0	1	1	8
Total	21	0	21	0	22	22	0	1	1	44
05:00 PM	4	0	4	0	2	2	0	1	1	7
05:15 PM	4	0	4	0	4	4	0	3	3	11
05:30 PM	4	0	4	0	1	1	0	1	1	6
05:45 PM	0	0	0	0	2	2	0	0	0	2
Total	12	0	12	0	9	9	0	5	5	26
Grand Total	33	0	33	0	31	31	0	6	6	70
Apprch %	100	0		0	100		0	100		
Total %	47.1	0	47.1	0	44.3	44.3	0	8.6	8.6	

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	7	0	7	0	7	7	0	0	0	14
04:15 PM	5	0	5	0	7	7	0	0	0	12
04:30 PM	4	0	4	0	6	6	0	0	0	10
04:45 PM	5	0	5	0	2	2	0	1	1	8
Total Volume	21	0	21	0	22	22	0	1	1	44
% App. Total	100	0		0	100		0	100		
PHF	.750	.000	.750	.000	.786	.786	.000	.250	.250	.786

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall PM  
 Site Code : 00318765  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	7	0	7	0	7	7	0	0	0
+15 mins.	5	0	5	0	7	7	0	0	0
+30 mins.	4	0	4	0	6	6	0	0	0
+45 mins.	5	0	5	0	2	2	0	1	1
Total Volume	21	0	21	0	22	22	0	1	1
% App. Total	100	0		0	100		0	100	
PHF	.750	.000	.750	.000	.786	.786	.000	.250	.250

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

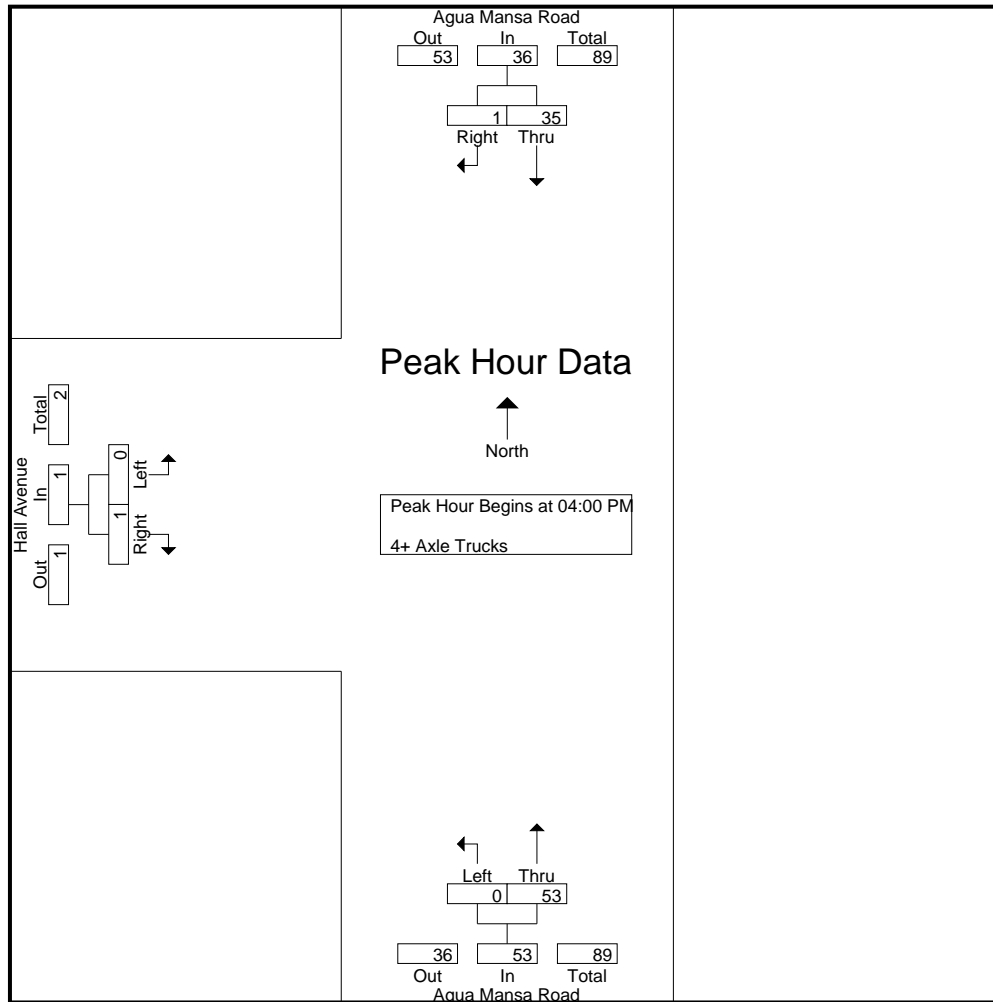
Groups Printed- 4+ Axle Trucks

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
04:00 PM	6	0	6	0	13	13	0	1	1	20
04:15 PM	9	0	9	0	7	7	0	0	0	16
04:30 PM	8	0	8	0	16	16	0	0	0	24
04:45 PM	12	1	13	0	17	17	0	0	0	30
Total	35	1	36	0	53	53	0	1	1	90
05:00 PM	5	0	5	1	14	15	0	0	0	20
05:15 PM	7	2	9	1	17	18	0	0	0	27
05:30 PM	6	0	6	0	13	13	1	1	2	21
05:45 PM	5	0	5	0	11	11	0	0	0	16
Total	23	2	25	2	55	57	1	1	2	84
Grand Total	58	3	61	2	108	110	1	2	3	174
Apprch %	95.1	4.9		1.8	98.2		33.3	66.7		
Total %	33.3	1.7	35.1	1.1	62.1	63.2	0.6	1.1	1.7	

Start Time	Agua Mansa Road Southbound			Agua Mansa Road Northbound			Hall Avenue Eastbound			Int. Total
	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	6	0	6	0	13	13	0	1	1	20
04:15 PM	9	0	9	0	7	7	0	0	0	16
04:30 PM	8	0	8	0	16	16	0	0	0	24
04:45 PM	12	1	13	0	17	17	0	0	0	30
Total Volume	35	1	36	0	53	53	0	1	1	90
% App. Total	97.2	2.8		0	100		0	100		
PHF	.729	.250	.692	.000	.779	.779	.000	.250	.250	.750

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 13\_JVY\_Agua Mansa\_Hall PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	6	0	6	0	13	13	0	1	1
+15 mins.	9	0	9	0	7	7	0	0	0
+30 mins.	8	0	8	0	16	16	0	0	0
+45 mins.	12	1	13	0	17	17	0	0	0
Total Volume	35	1	36	0	53	53	0	1	1
% App. Total	97.2	2.8		0	100		0	100	
PHF	.729	.250	.692	.000	.779	.779	.000	.250	.250

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

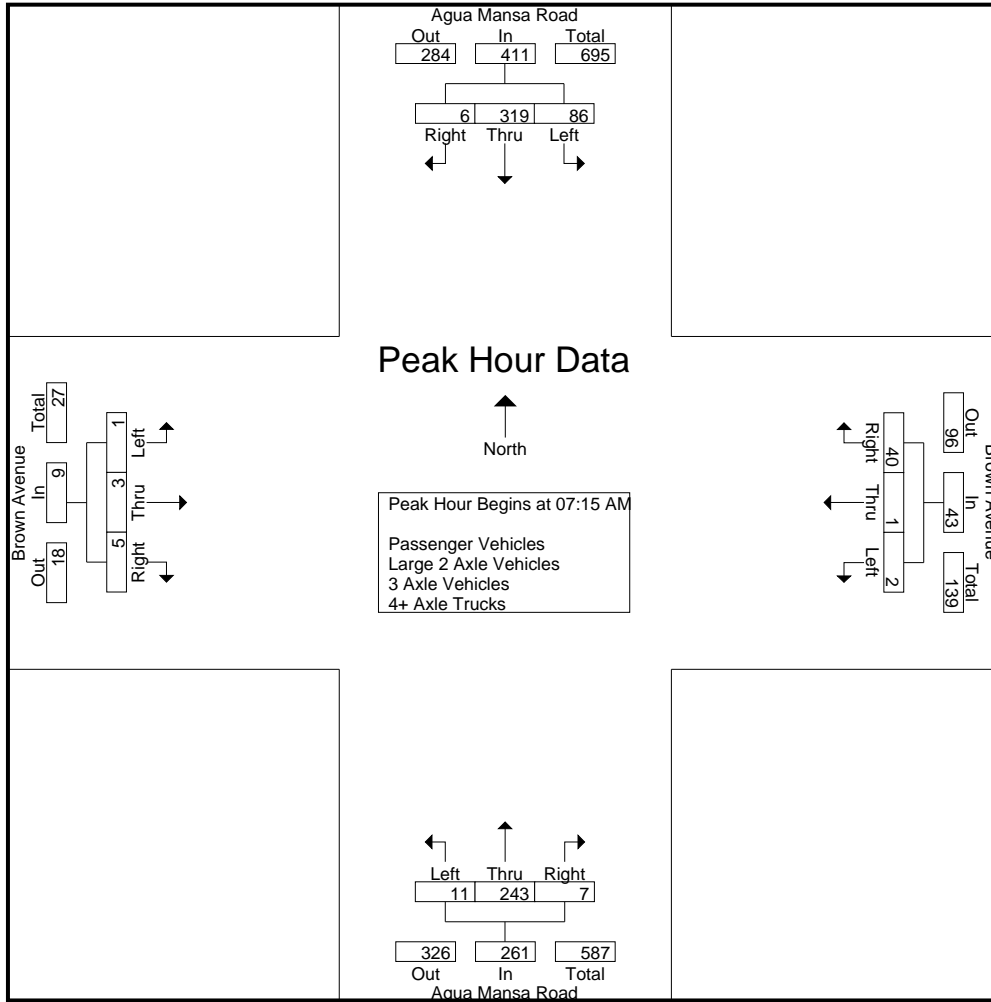
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	15	71	0	86	1	0	13	14	1	52	0	53	0	0	2	2	155
07:15 AM	15	92	0	107	1	0	8	9	4	47	1	52	0	1	0	1	169
07:30 AM	17	84	1	102	1	0	12	13	1	67	0	68	0	0	2	2	185
07:45 AM	31	83	3	117	0	0	10	10	4	64	3	71	0	0	1	1	199
Total	78	330	4	412	3	0	43	46	10	230	4	244	0	1	5	6	708
08:00 AM	23	60	2	85	0	1	10	11	2	65	3	70	1	2	2	5	171
08:15 AM	9	59	1	69	1	1	3	5	0	48	3	51	3	1	1	5	130
08:30 AM	9	49	1	59	0	1	4	5	1	67	0	68	0	0	1	1	133
08:45 AM	9	54	0	63	0	0	8	8	1	75	5	81	0	0	3	3	155
Total	50	222	4	276	1	3	25	29	4	255	11	270	4	3	7	14	589
Grand Total	128	552	8	688	4	3	68	75	14	485	15	514	4	4	12	20	1297
Apprch %	18.6	80.2	1.2		5.3	4	90.7		2.7	94.4	2.9		20	20	60		
Total %	9.9	42.6	0.6	53	0.3	0.2	5.2	5.8	1.1	37.4	1.2	39.6	0.3	0.3	0.9	1.5	
Passenger Vehicles	111	396	7	514	1	1	41	43	12	325	11	348	3	3	3	9	914
% Passenger Vehicles	86.7	71.7	87.5	74.7	25	33.3	60.3	57.3	85.7	67	73.3	67.7	75	75	25	45	70.5
Large 2 Axle Vehicles	7	44	1	52	2	1	14	17	0	43	2	45	0	1	3	4	118
% Large 2 Axle Vehicles	5.5	8	12.5	7.6	50	33.3	20.6	22.7	0	8.9	13.3	8.8	0	25	25	20	9.1
3 Axle Vehicles	2	35	0	37	0	0	4	4	0	32	1	33	0	0	1	1	75
% 3 Axle Vehicles	1.6	6.3	0	5.4	0	0	5.9	5.3	0	6.6	6.7	6.4	0	0	8.3	5	5.8
4+ Axle Trucks	8	77	0	85	1	1	9	11	2	85	1	88	1	0	5	6	190
% 4+ Axle Trucks	6.2	13.9	0	12.4	25	33.3	13.2	14.7	14.3	17.5	6.7	17.1	25	0	41.7	30	14.6

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	15	<b>92</b>	0	107	1	0	8	9	4	47	1	52	0	1	0	1	169
07:30 AM	17	84	1	102	1	0	<b>12</b>	<b>13</b>	1	<b>67</b>	0	68	0	0	<b>2</b>	2	185
07:45 AM	<b>31</b>	83	<b>3</b>	<b>117</b>	0	0	10	10	4	64	<b>3</b>	<b>71</b>	0	0	1	1	<b>199</b>
08:00 AM	23	60	2	85	0	1	10	11	2	65	3	70	1	<b>2</b>	2	<b>5</b>	171
Total Volume	86	319	6	411	2	1	40	43	11	243	7	261	1	3	5	9	724
% App. Total	20.9	77.6	1.5		4.7	2.3	93		4.2	93.1	2.7		11.1	33.3	55.6		
PHF	.694	.867	.500	.878	.500	.250	.833	.827	.688	.907	.583	.919	.250	.375	.625	.450	.910

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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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				07:00 AM				08:00 AM				08:00 AM			
+0 mins.	15	71	0	86	1	0	13	14	2	65	3	70	1	2	2	5
+15 mins.	15	92	0	107	1	0	8	9	0	48	3	51	3	1	1	5
+30 mins.	17	84	1	102	1	0	12	13	1	67	0	68	0	0	1	1
+45 mins.	31	83	3	117	0	0	10	10	1	75	5	81	0	0	3	3
Total Volume	78	330	4	412	3	0	43	46	4	255	11	270	4	3	7	14
% App. Total	18.9	80.1	1		6.5	0	93.5		1.5	94.4	4.1		28.6	21.4	50	
PHF	.629	.897	.333	.880	.750	.000	.827	.821	.500	.850	.550	.833	.333	.375	.583	.700



City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

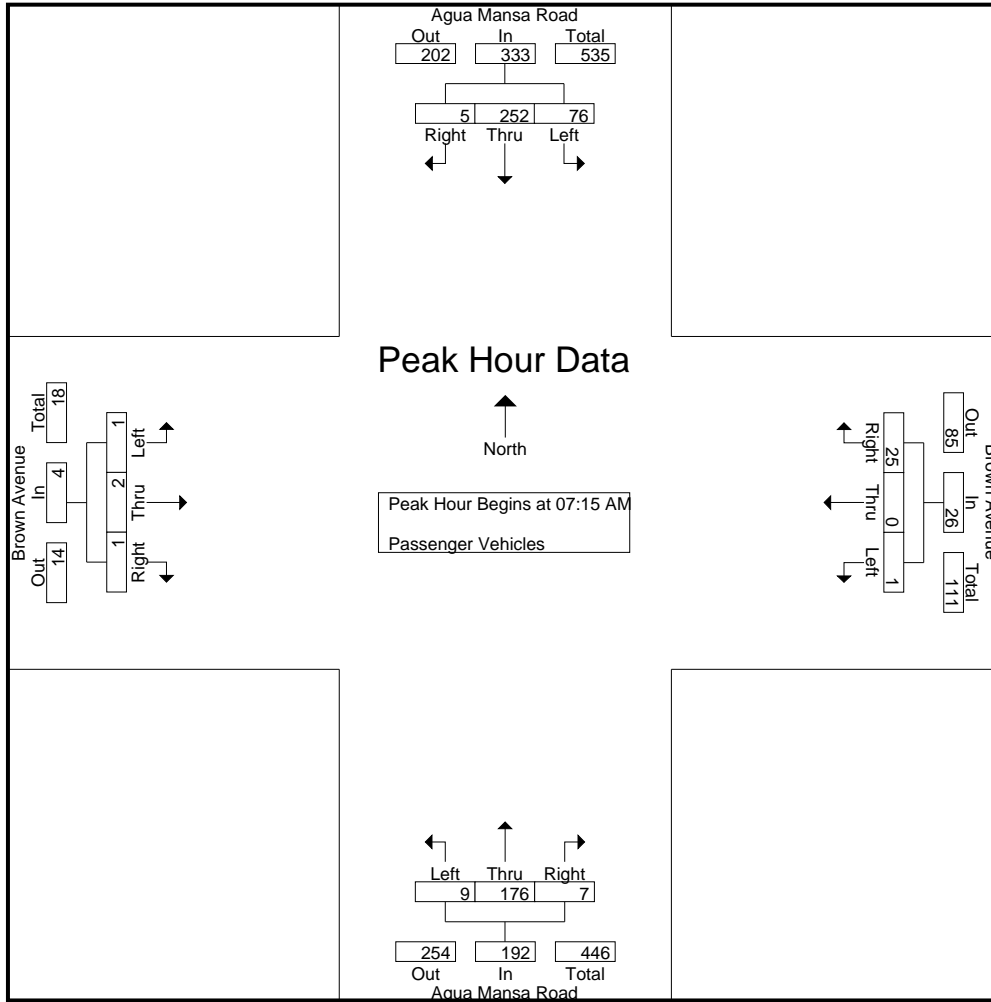
Groups Printed- Passenger Vehicles

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	13	53	0	66	0	0	6	6	1	38	0	39	0	0	1	1	112
07:15 AM	14	76	0	90	0	0	4	4	3	34	1	38	0	1	0	1	133
07:30 AM	15	64	1	80	1	0	8	9	1	55	0	56	0	0	0	0	145
07:45 AM	29	67	3	99	0	0	8	8	3	42	3	48	0	0	0	0	155
Total	71	260	4	335	1	0	26	27	8	169	4	181	0	1	1	2	545
08:00 AM	18	45	1	64	0	0	5	5	2	45	3	50	1	1	1	3	122
08:15 AM	6	34	1	41	0	1	1	2	0	30	2	32	2	1	0	3	78
08:30 AM	7	29	1	37	0	0	4	4	1	41	0	42	0	0	0	0	83
08:45 AM	9	28	0	37	0	0	5	5	1	40	2	43	0	0	1	1	86
Total	40	136	3	179	0	1	15	16	4	156	7	167	3	2	2	7	369
Grand Total	111	396	7	514	1	1	41	43	12	325	11	348	3	3	3	9	914
Apprch %	21.6	77	1.4		2.3	2.3	95.3		3.4	93.4	3.2		33.3	33.3	33.3		
Total %	12.1	43.3	0.8	56.2	0.1	0.1	4.5	4.7	1.3	35.6	1.2	38.1	0.3	0.3	0.3	1	

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	14	<b>76</b>	0	90	0	0	4	4	<b>3</b>	34	1	38	0	<b>1</b>	0	1	133
07:30 AM	15	64	1	80	<b>1</b>	0	<b>8</b>	<b>9</b>	<b>1</b>	<b>55</b>	0	<b>56</b>	0	0	0	0	145
07:45 AM	<b>29</b>	67	<b>3</b>	<b>99</b>	0	0	8	8	3	42	<b>3</b>	48	0	0	0	0	<b>155</b>
08:00 AM	18	45	1	64	0	0	5	5	2	45	3	50	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>	122
Total Volume	76	252	5	333	1	0	25	26	9	176	7	192	1	2	1	4	555
% App. Total	22.8	75.7	1.5		3.8	0	96.2		4.7	91.7	3.6		25	50	25		
PHF	.655	.829	.417	.841	.250	.000	.781	.722	.750	.800	.583	.857	.250	.500	.250	.333	.895

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown AM  
 Site Code : 00318765  
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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.	14	<b>76</b>	0	90	0	0	4	4	<b>3</b>	34	1	38	0	<b>1</b>	0	1
+15 mins.	15	64	1	80	<b>1</b>	0	<b>8</b>	<b>9</b>	<b>1</b>	<b>55</b>	0	<b>56</b>	0	0	0	0
+30 mins.	<b>29</b>	67	<b>3</b>	<b>99</b>	0	0	8	8	3	42	<b>3</b>	48	0	0	0	0
+45 mins.	18	45	1	64	0	0	5	5	2	45	3	50	<b>1</b>	<b>1</b>	<b>1</b>	<b>3</b>
Total Volume	76	252	5	333	1	0	25	26	9	176	7	192	1	2	1	4
% App. Total	22.8	75.7	1.5		3.8	0	96.2		4.7	91.7	3.6		25	50	25	
PHF	.655	.829	.417	.841	.250	.000	.781	.722	.750	.800	.583	.857	.250	.500	.250	.333

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

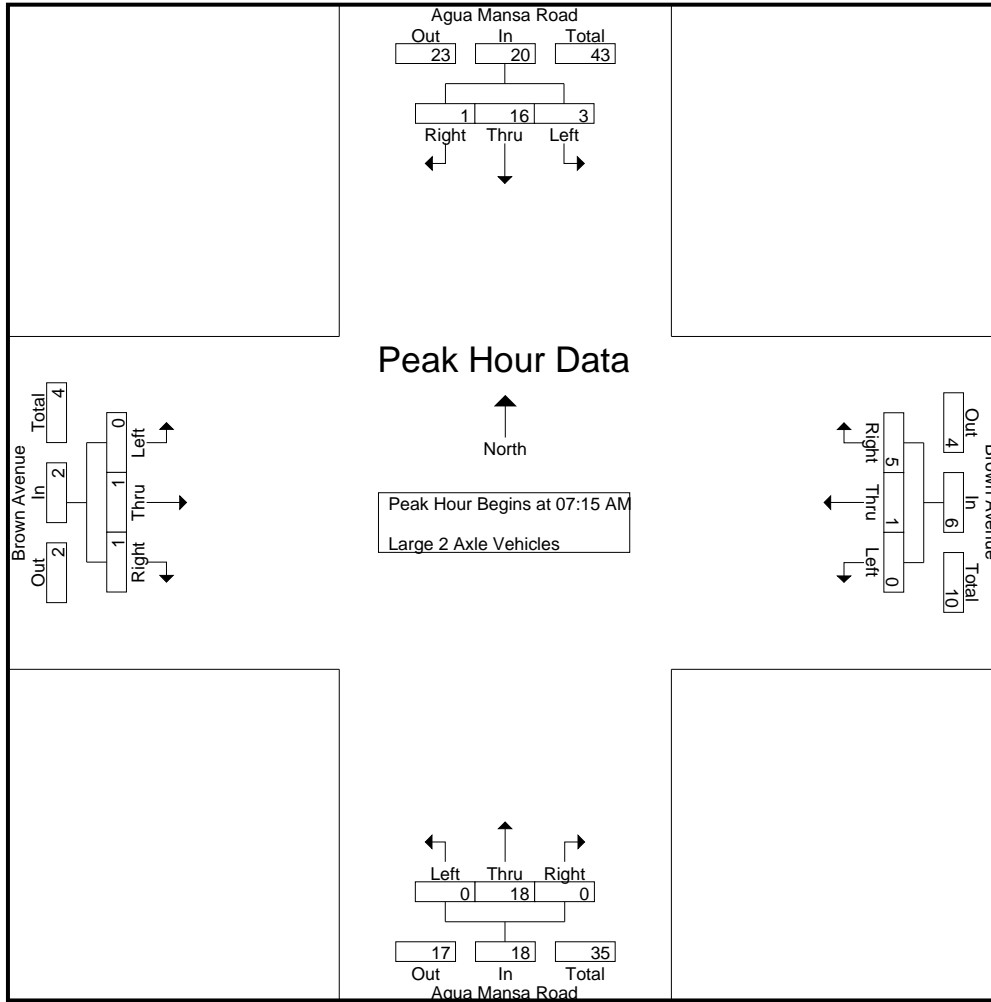
Groups Printed- Large 2 Axle Vehicles

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	8	0	9	1	0	4	5	0	3	0	3	0	0	1	1	18
07:15 AM	0	3	0	3	0	0	2	2	0	2	0	2	0	0	0	0	7
07:30 AM	0	5	0	5	0	0	2	2	0	5	0	5	0	0	0	0	12
07:45 AM	1	2	0	3	0	0	1	1	0	5	0	5	0	0	1	1	10
Total	2	18	0	20	1	0	9	10	0	15	0	15	0	0	2	2	47
08:00 AM	2	6	1	9	0	1	0	1	0	6	0	6	0	1	0	1	17
08:15 AM	2	7	0	9	1	0	2	3	0	5	0	5	0	0	1	1	18
08:30 AM	1	7	0	8	0	0	0	0	0	9	0	9	0	0	0	0	17
08:45 AM	0	6	0	6	0	0	3	3	0	8	2	10	0	0	0	0	19
Total	5	26	1	32	1	1	5	7	0	28	2	30	0	1	1	2	71
Grand Total	7	44	1	52	2	1	14	17	0	43	2	45	0	1	3	4	118
Apprch %	13.5	84.6	1.9		11.8	5.9	82.4		0	95.6	4.4		0	25	75		
Total %	5.9	37.3	0.8	44.1	1.7	0.8	11.9	14.4	0	36.4	1.7	38.1	0	0.8	2.5	3.4	

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	2	2	0	2	0	2	0	0	0	0	7
07:30 AM	0	5	0	5	0	0	2	2	0	5	0	5	0	0	0	0	12
07:45 AM	1	2	0	3	0	0	1	1	0	5	0	5	0	0	1	1	10
08:00 AM	2	6	1	9	0	1	0	1	0	6	0	6	0	1	0	1	17
Total Volume	3	16	1	20	0	1	5	6	0	18	0	18	0	1	1	2	46
% App. Total	15	80	5		0	16.7	83.3		0	100	0		0	50	50		
PHF	.375	.667	.250	.556	.000	.250	.625	.750	.000	.750	.000	.750	.000	.250	.250	.500	.676

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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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	0	3	0	0	2	2	0	2	0	2	0	0	0	0
+15 mins.	0	5	0	5	0	0	2	2	0	5	0	5	0	0	0	0
+30 mins.	1	2	0	3	0	0	1	1	0	5	0	5	0	0	1	1
+45 mins.	2	6	1	9	0	1	0	1	0	6	0	6	0	1	0	1
Total Volume	3	16	1	20	0	1	5	6	0	18	0	18	0	1	1	2
% App. Total	15	80	5		0	16.7	83.3		0	100	0		0	50	50	
PHF	.375	.667	.250	.556	.000	.250	.625	.750	.000	.750	.000	.750	.000	.250	.250	.500

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

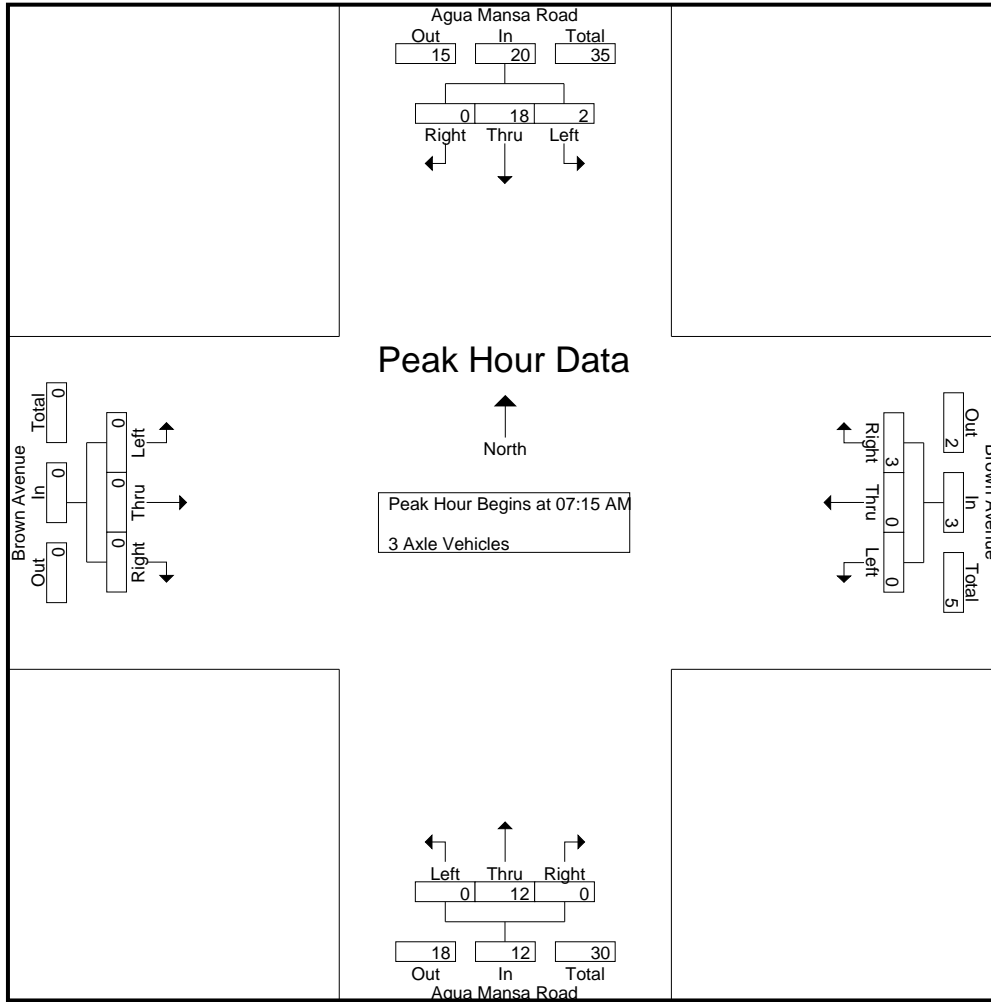
Groups Printed- 3 Axle Vehicles

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	2	0	2	0	0	1	1	0	3	0	3	0	0	0	0	6
07:15 AM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
07:30 AM	1	7	0	8	0	0	0	0	0	2	0	2	0	0	0	0	10
07:45 AM	1	8	0	9	0	0	0	0	0	4	0	4	0	0	0	0	13
Total	2	19	0	21	0	0	1	1	0	14	0	14	0	0	0	0	36
08:00 AM	0	1	0	1	0	0	3	3	0	1	0	1	0	0	0	0	5
08:15 AM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
08:30 AM	0	3	0	3	0	0	0	0	0	3	0	3	0	0	1	1	7
08:45 AM	0	7	0	7	0	0	0	0	0	9	1	10	0	0	0	0	17
Total	0	16	0	16	0	0	3	3	0	18	1	19	0	0	1	1	39
Grand Total	2	35	0	37	0	0	4	4	0	32	1	33	0	0	1	1	75
Apprch %	5.4	94.6	0		0	0	100		0	97	3		0	0	100		
Total %	2.7	46.7	0	49.3	0	0	5.3	5.3	0	42.7	1.3	44	0	0	1.3	1.3	

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
07:30 AM	1	7	0	8	0	0	0	0	0	2	0	2	0	0	0	0	10
07:45 AM	1	8	0	9	0	0	0	0	0	4	0	4	0	0	0	0	13
08:00 AM	0	1	0	1	0	0	3	3	0	1	0	1	0	0	0	0	5
Total Volume	2	18	0	20	0	0	3	3	0	12	0	12	0	0	0	0	35
% App. Total	10	90	0		0	0	100		0	100	0		0	0	0		
PHF	.500	.563	.000	.556	.000	.000	.250	.250	.000	.600	.000	.600	.000	.000	.000	.000	.673

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
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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	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0
+15 mins.	1	7	0	8	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	1	8	0	9	0	0	0	0	0	4	0	4	0	0	0	0
+45 mins.	0	1	0	1	0	0	3	3	0	1	0	1	0	0	0	0
Total Volume	2	18	0	20	0	0	3	3	0	12	0	12	0	0	0	0
% App. Total	10	90	0	100	0	0	100	100	0	100	0	100	0	0	0	0
PHF	.500	.563	.000	.556	.000	.000	.250	.250	.000	.600	.000	.600	.000	.000	.000	.000

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

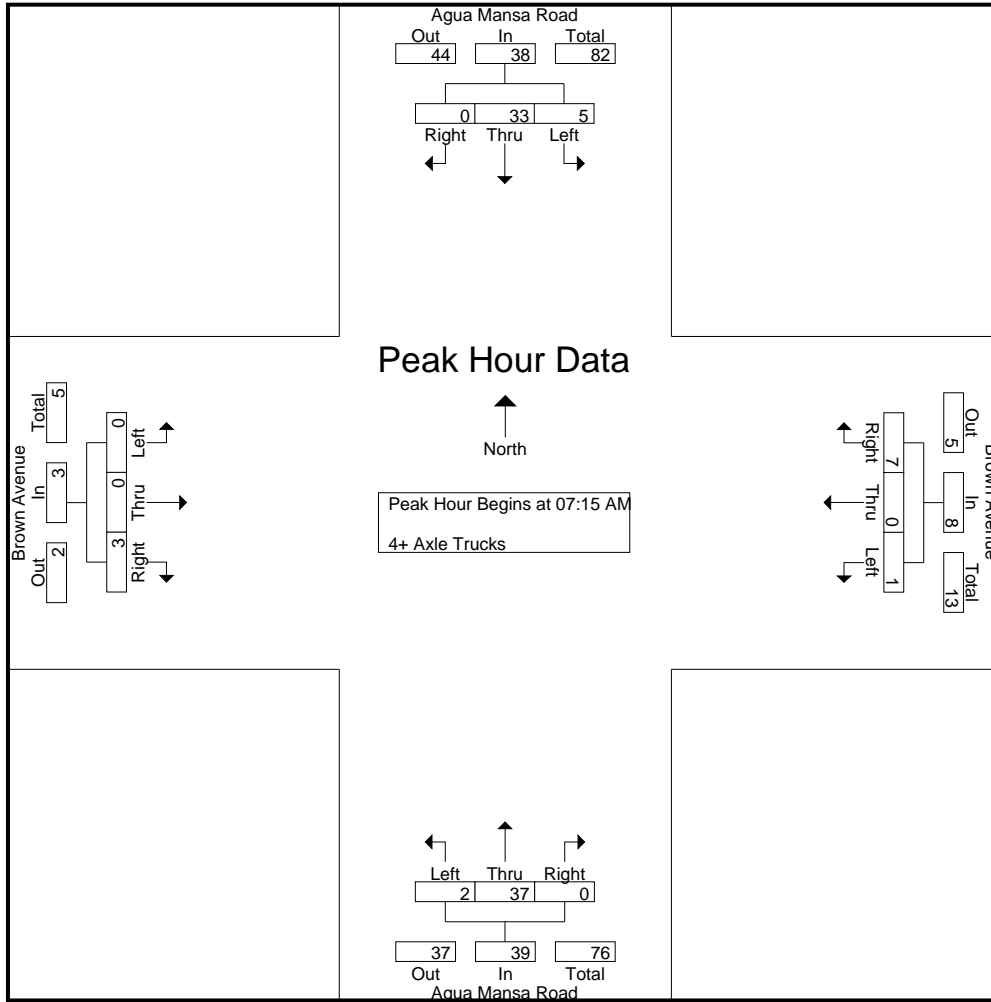
Groups Printed- 4+ Axle Trucks

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	8	0	9	0	0	2	2	0	8	0	8	0	0	0	0	19
07:15 AM	1	11	0	12	1	0	2	3	1	6	0	7	0	0	0	0	22
07:30 AM	1	8	0	9	0	0	2	2	0	5	0	5	0	0	2	2	18
07:45 AM	0	6	0	6	0	0	1	1	1	13	0	14	0	0	0	0	21
Total	3	33	0	36	1	0	7	8	2	32	0	34	0	0	2	2	80
08:00 AM	3	8	0	11	0	0	2	2	0	13	0	13	0	0	1	1	27
08:15 AM	1	13	0	14	0	0	0	0	0	8	1	9	1	0	0	1	24
08:30 AM	1	10	0	11	0	1	0	1	0	14	0	14	0	0	0	0	26
08:45 AM	0	13	0	13	0	0	0	0	0	18	0	18	0	0	2	2	33
Total	5	44	0	49	0	1	2	3	0	53	1	54	1	0	3	4	110
Grand Total	8	77	0	85	1	1	9	11	2	85	1	88	1	0	5	6	190
Apprch %	9.4	90.6	0		9.1	9.1	81.8		2.3	96.6	1.1		16.7	0	83.3		
Total %	4.2	40.5	0	44.7	0.5	0.5	4.7	5.8	1.1	44.7	0.5	46.3	0.5	0	2.6	3.2	

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	11	0	12	1	0	2	3	1	6	0	7	0	0	0	0	22
07:30 AM	1	8	0	9	0	0	2	2	0	5	0	5	0	0	2	2	18
07:45 AM	0	6	0	6	0	0	1	1	1	13	0	14	0	0	0	0	21
08:00 AM	3	8	0	11	0	0	2	2	0	13	0	13	0	0	1	1	27
Total Volume	5	33	0	38	1	0	7	8	2	37	0	39	0	0	3	3	88
% App. Total	13.2	86.8	0		12.5	0	87.5		5.1	94.9	0		0	0	100		
PHF	.417	.750	.000	.792	.250	.000	.875	.667	.500	.712	.000	.696	.000	.000	.375	.375	.815

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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	11	0	12	1	0	2	3	1	6	0	7	0	0	0	0
+15 mins.	1	8	0	9	0	0	2	2	0	5	0	5	0	0	0	2
+30 mins.	0	6	0	6	0	0	1	1	1	13	0	14	0	0	0	0
+45 mins.	3	8	0	11	0	0	2	2	0	13	0	13	0	0	1	1
Total Volume	5	33	0	38	1	0	7	8	2	37	0	39	0	0	3	3
% App. Total	13.2	86.8	0		12.5	0	87.5		5.1	94.9	0		0	0	100	
PHF	.417	.750	.000	.792	.250	.000	.875	.667	.500	.712	.000	.696	.000	.000	.375	.375



City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

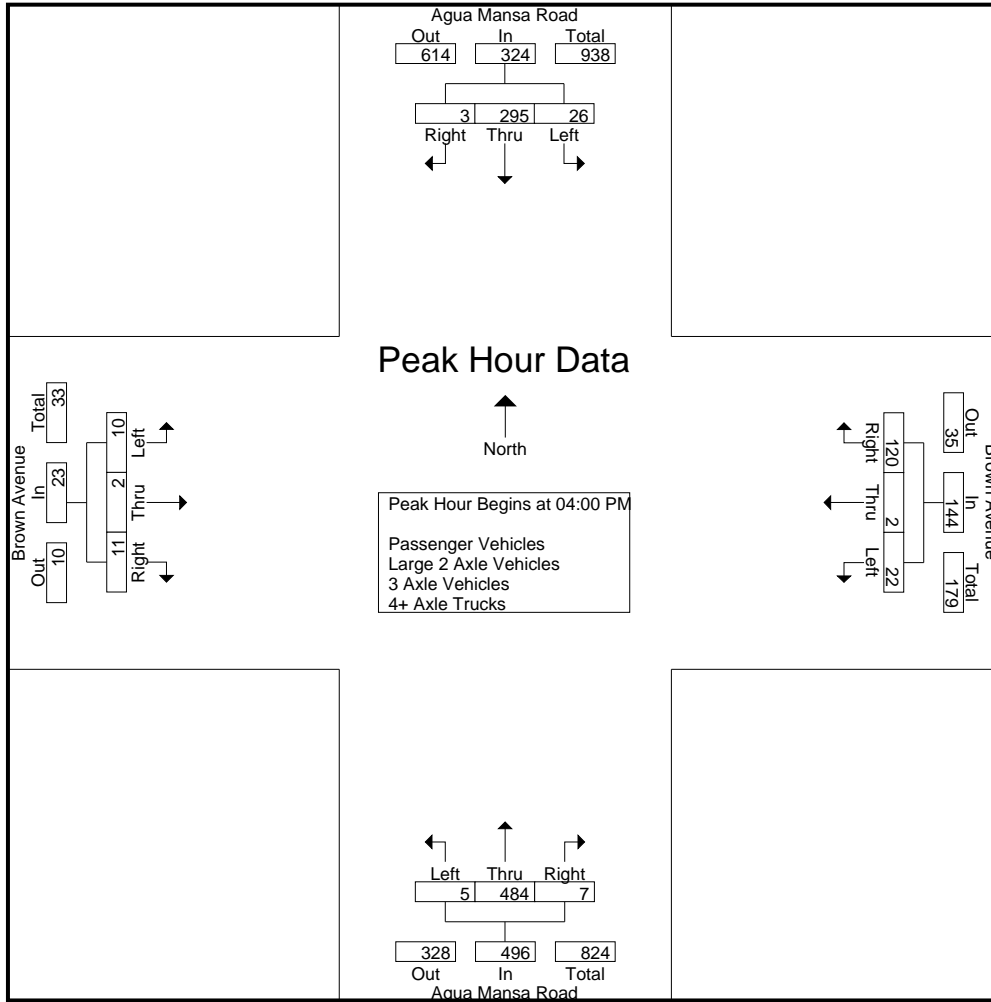
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	9	71	2	82	9	1	49	59	2	129	4	135	4	0	4	8	284
04:15 PM	7	72	0	79	3	0	23	26	0	118	0	118	0	1	3	4	227
04:30 PM	6	83	1	90	5	1	28	34	1	125	2	128	3	1	3	7	259
04:45 PM	4	69	0	73	5	0	20	25	2	112	1	115	3	0	1	4	217
Total	26	295	3	324	22	2	120	144	5	484	7	496	10	2	11	23	987
05:00 PM	4	74	2	80	5	0	35	40	0	117	0	117	1	0	1	2	239
05:15 PM	3	74	1	78	1	0	21	22	2	140	0	142	1	0	1	2	244
05:30 PM	5	76	1	82	0	1	5	6	0	138	0	138	0	0	0	0	226
05:45 PM	4	61	1	66	0	0	6	6	0	116	0	116	1	0	1	2	190
Total	16	285	5	306	6	1	67	74	2	511	0	513	3	0	3	6	899
Grand Total	42	580	8	630	28	3	187	218	7	995	7	1009	13	2	14	29	1886
Apprch %	6.7	92.1	1.3		12.8	1.4	85.8		0.7	98.6	0.7		44.8	6.9	48.3		
Total %	2.2	30.8	0.4	33.4	1.5	0.2	9.9	11.6	0.4	52.8	0.4	53.5	0.7	0.1	0.7	1.5	
Passenger Vehicles	27	457	5	489	22	1	167	190	3	816	2	821	9	1	13	23	1523
% Passenger Vehicles	64.3	78.8	62.5	77.6	78.6	33.3	89.3	87.2	42.9	82	28.6	81.4	69.2	50	92.9	79.3	80.8
Large 2 Axle Vehicles	9	32	0	41	4	2	8	14	4	50	3	57	2	1	0	3	115
% Large 2 Axle Vehicles	21.4	5.5	0	6.5	14.3	66.7	4.3	6.4	57.1	5	42.9	5.6	15.4	50	0	10.3	6.1
3 Axle Vehicles	2	33	1	36	1	0	6	7	0	37	1	38	1	0	1	2	83
% 3 Axle Vehicles	4.8	5.7	12.5	5.7	3.6	0	3.2	3.2	0	3.7	14.3	3.8	7.7	0	7.1	6.9	4.4
4+ Axle Trucks	4	58	2	64	1	0	6	7	0	92	1	93	1	0	0	1	165
% 4+ Axle Trucks	9.5	10	25	10.2	3.6	0	3.2	3.2	0	9.2	14.3	9.2	7.7	0	0	3.4	8.7

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	9	71	2	82	9	1	49	59	2	129	4	135	4	0	4	8	284
04:15 PM	7	72	0	79	3	0	23	26	0	118	0	118	0	1	3	4	227
04:30 PM	6	83	1	90	5	1	28	34	1	125	2	128	3	1	3	7	259
04:45 PM	4	69	0	73	5	0	20	25	2	112	1	115	3	0	1	4	217
Total Volume	26	295	3	324	22	2	120	144	5	484	7	496	10	2	11	23	987
% App. Total	8	91	0.9		15.3	1.4	83.3		1	97.6	1.4		43.5	8.7	47.8		
PHF	.722	.889	.375	.900	.611	.500	.612	.610	.625	.938	.438	.919	.625	.500	.688	.719	.869

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



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

	04:00 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	9	71	2	82	9	1	49	59	0	117	0	117	4	0	4	8
+15 mins.	7	72	0	79	3	0	23	26	2	140	0	142	0	1	3	4
+30 mins.	6	83	1	90	5	1	28	34	0	138	0	138	3	1	3	7
+45 mins.	4	69	0	73	5	0	20	25	0	116	0	116	3	0	1	4
Total Volume	26	295	3	324	22	2	120	144	2	511	0	513	10	2	11	23
% App. Total	8	91	0.9		15.3	1.4	83.3		0.4	99.6	0		43.5	8.7	47.8	
PHF	.722	.889	.375	.900	.611	.500	.612	.610	.250	.913	.000	.903	.625	.500	.688	.719

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

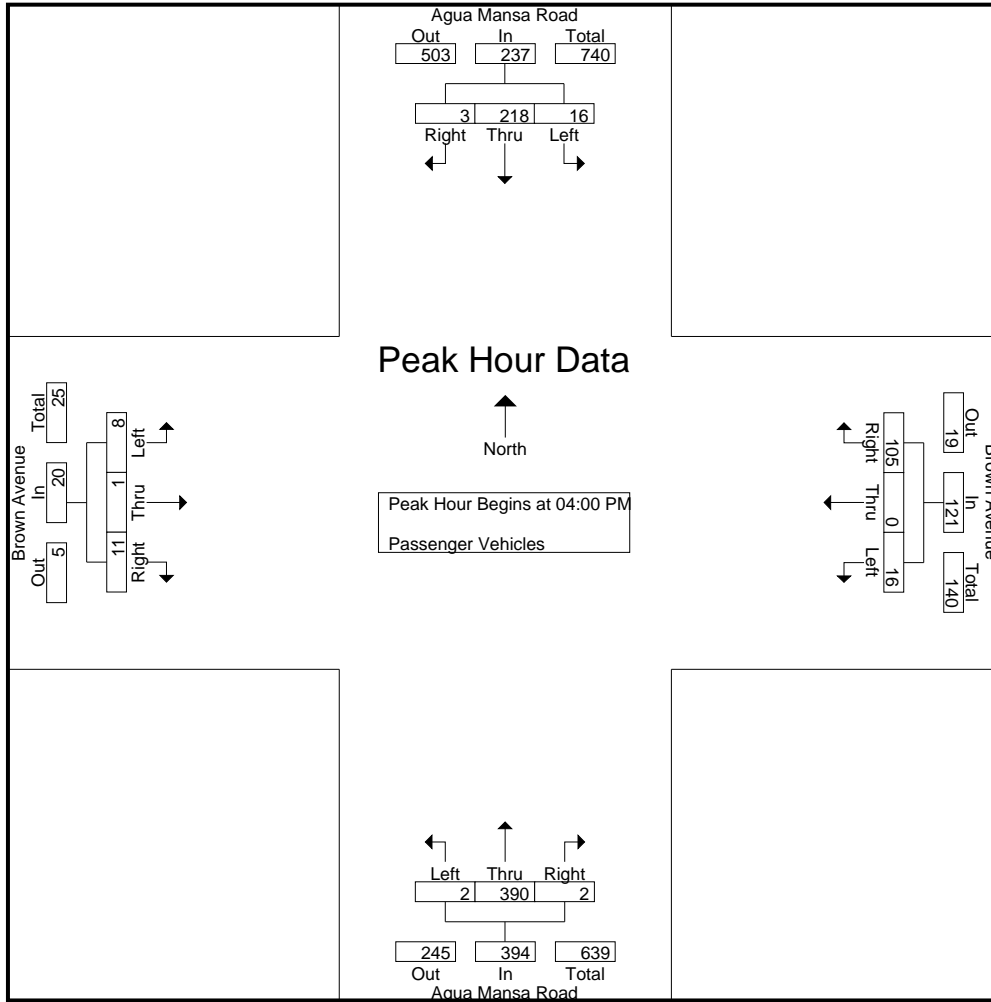
Groups Printed- Passenger Vehicles

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	51	2	57	8	0	43	51	2	104	2	108	3	0	4	7	223
04:15 PM	3	51	0	54	2	0	19	21	0	99	0	99	0	1	3	4	178
04:30 PM	5	67	1	73	2	0	26	28	0	98	0	98	2	0	3	5	204
04:45 PM	4	49	0	53	4	0	17	21	0	89	0	89	3	0	1	4	167
Total	16	218	3	237	16	0	105	121	2	390	2	394	8	1	11	20	772
05:00 PM	3	61	1	65	5	0	33	38	0	95	0	95	1	0	1	2	200
05:15 PM	1	57	0	58	1	0	18	19	1	115	0	116	0	0	0	0	193
05:30 PM	4	65	0	69	0	1	5	6	0	118	0	118	0	0	0	0	193
05:45 PM	3	56	1	60	0	0	6	6	0	98	0	98	0	0	1	1	165
Total	11	239	2	252	6	1	62	69	1	426	0	427	1	0	2	3	751
Grand Total	27	457	5	489	22	1	167	190	3	816	2	821	9	1	13	23	1523
Apprch %	5.5	93.5	1		11.6	0.5	87.9		0.4	99.4	0.2		39.1	4.3	56.5		
Total %	1.8	30	0.3	32.1	1.4	0.1	11	12.5	0.2	53.6	0.1	53.9	0.6	0.1	0.9	1.5	

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	4	51	2	57	8	0	43	51	2	104	2	108	3	0	4	7	223
04:15 PM	3	51	0	54	2	0	19	21	0	99	0	99	0	1	3	4	178
04:30 PM	5	67	1	73	2	0	26	28	0	98	0	98	2	0	3	5	204
04:45 PM	4	49	0	53	4	0	17	21	0	89	0	89	3	0	1	4	167
Total Volume	16	218	3	237	16	0	105	121	2	390	2	394	8	1	11	20	772
% App. Total	6.8	92	1.3		13.2	0	86.8		0.5	99	0.5		40	5	55		
PHF	.800	.813	.375	.812	.500	.000	.610	.593	.250	.938	.250	.912	.667	.250	.688	.714	.865

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	4	51	2	57	8	0	43	51	2	104	2	108	3	0	4	7
+15 mins.	3	51	0	54	2	0	19	21	0	99	0	99	0	1	3	4
+30 mins.	5	67	1	73	2	0	26	28	0	98	0	98	2	0	3	5
+45 mins.	4	49	0	53	4	0	17	21	0	89	0	89	3	0	1	4
Total Volume	16	218	3	237	16	0	105	121	2	390	2	394	8	1	11	20
% App. Total	6.8	92	1.3		13.2	0	86.8		0.5	99	0.5		40	5	55	
PHF	.800	.813	.375	.812	.500	.000	.610	.593	.250	.938	.250	.912	.667	.250	.688	.714

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

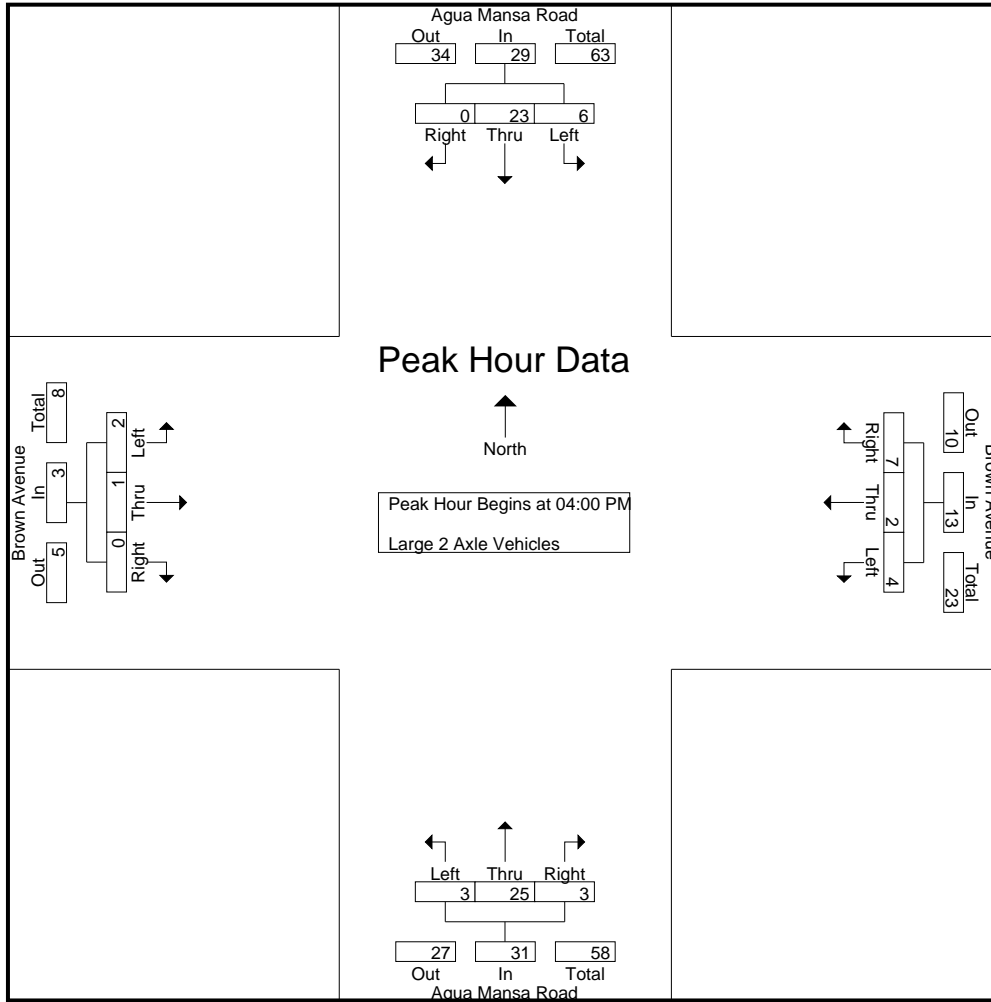
Groups Printed- Large 2 Axle Vehicles

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	3	6	0	9	1	1	5	7	0	5	1	6	1	0	0	1	23
04:15 PM	2	11	0	13	0	0	1	1	0	8	0	8	0	0	0	0	22
04:30 PM	1	3	0	4	3	1	0	4	1	5	2	8	1	1	0	2	18
04:45 PM	0	3	0	3	0	0	1	1	2	7	0	9	0	0	0	0	13
Total	6	23	0	29	4	2	7	13	3	25	3	31	2	1	0	3	76
05:00 PM	1	1	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
05:15 PM	1	6	0	7	0	0	1	1	1	6	0	7	0	0	0	0	15
05:30 PM	0	1	0	1	0	0	0	0	0	8	0	8	0	0	0	0	9
05:45 PM	1	1	0	2	0	0	0	0	0	6	0	6	0	0	0	0	8
Total	3	9	0	12	0	0	1	1	1	25	0	26	0	0	0	0	39
Grand Total	9	32	0	41	4	2	8	14	4	50	3	57	2	1	0	3	115
Apprch %	22	78	0		28.6	14.3	57.1		7	87.7	5.3		66.7	33.3	0		
Total %	7.8	27.8	0	35.7	3.5	1.7	7	12.2	3.5	43.5	2.6	49.6	1.7	0.9	0	2.6	

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	6	0	9	1	1	5	7	0	5	1	6	1	0	0	1	23
04:15 PM	2	11	0	13	0	0	1	1	0	8	0	8	0	0	0	0	22
04:30 PM	1	3	0	4	3	1	0	4	1	5	2	8	1	1	0	2	18
04:45 PM	0	3	0	3	0	0	1	1	2	7	0	9	0	0	0	0	13
Total Volume	6	23	0	29	4	2	7	13	3	25	3	31	2	1	0	3	76
% App. Total	20.7	79.3	0		30.8	15.4	53.8		9.7	80.6	9.7		66.7	33.3	0		
PHF	.500	.523	.000	.558	.333	.500	.350	.464	.375	.781	.375	.861	.500	.250	.000	.375	.826

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	3	6	0	9	1	1	5	7	0	5	1	6	1	0	0	1
+15 mins.	2	11	0	13	0	0	1	1	0	8	0	8	0	0	0	0
+30 mins.	1	3	0	4	3	1	0	4	1	5	2	8	1	1	0	2
+45 mins.	0	3	0	3	0	0	1	1	2	7	0	9	0	0	0	0
Total Volume	6	23	0	29	4	2	7	13	3	25	3	31	2	1	0	3
% App. Total	20.7	79.3	0		30.8	15.4	53.8		9.7	80.6	9.7		66.7	33.3	0	
PHF	.500	.523	.000	.558	.333	.500	.350	.464	.375	.781	.375	.861	.500	.250	.000	.375

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

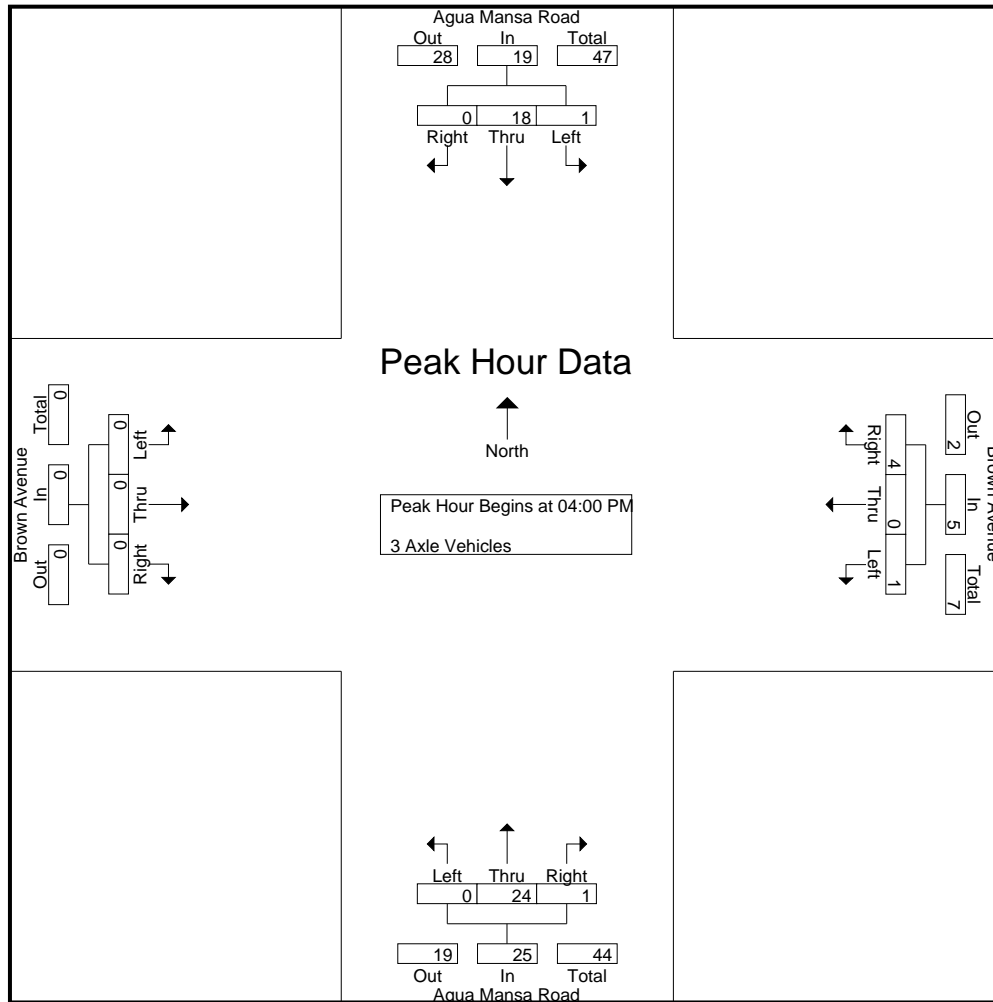
Groups Printed- 3 Axle Vehicles

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	6	0	7	0	0	1	1	0	9	0	9	0	0	0	0	17
04:15 PM	0	3	0	3	1	0	2	3	0	6	0	6	0	0	0	0	12
04:30 PM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
04:45 PM	0	6	0	6	0	0	1	1	0	3	1	4	0	0	0	0	11
Total	1	18	0	19	1	0	4	5	0	24	1	25	0	0	0	0	49
05:00 PM	0	7	0	7	0	0	1	1	0	3	0	3	0	0	0	0	11
05:15 PM	1	5	0	6	0	0	1	1	0	4	0	4	0	0	1	1	12
05:30 PM	0	3	1	4	0	0	0	0	0	4	0	4	0	0	0	0	8
05:45 PM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	0	1	3
Total	1	15	1	17	0	0	2	2	0	13	0	13	1	0	1	2	34
Grand Total	2	33	1	36	1	0	6	7	0	37	1	38	1	0	1	2	83
Apprch %	5.6	91.7	2.8		14.3	0	85.7		0	97.4	2.6		50	0	50		
Total %	2.4	39.8	1.2	43.4	1.2	0	7.2	8.4	0	44.6	1.2	45.8	1.2	0	1.2	2.4	

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	6	0	7	0	0	1	1	0	9	0	9	0	0	0	0	17
04:15 PM	0	3	0	3	1	0	2	3	0	6	0	6	0	0	0	0	12
04:30 PM	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0	9
04:45 PM	0	6	0	6	0	0	1	1	0	3	1	4	0	0	0	0	11
Total Volume	1	18	0	19	1	0	4	5	0	24	1	25	0	0	0	0	49
% App. Total	5.3	94.7	0		20	0	80		0	96	4		0	0	0		
PHF	.250	.750	.000	.679	.250	.000	.500	.417	.000	.667	.250	.694	.000	.000	.000	.000	.721

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	6	0	7	0	0	1	1	0	9	0	9	0	0	0	0
+15 mins.	0	3	0	3	1	0	2	3	0	6	0	6	0	0	0	0
+30 mins.	0	3	0	3	0	0	0	0	0	6	0	6	0	0	0	0
+45 mins.	0	6	0	6	0	0	1	1	0	3	1	4	0	0	0	0
Total Volume	1	18	0	19	1	0	4	5	0	24	1	25	0	0	0	0
% App. Total	5.3	94.7	0		20	0	80		0	96	4		0	0	0	
PHF	.250	.750	.000	.679	.250	.000	.500	.417	.000	.667	.250	.694	.000	.000	.000	.000



City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

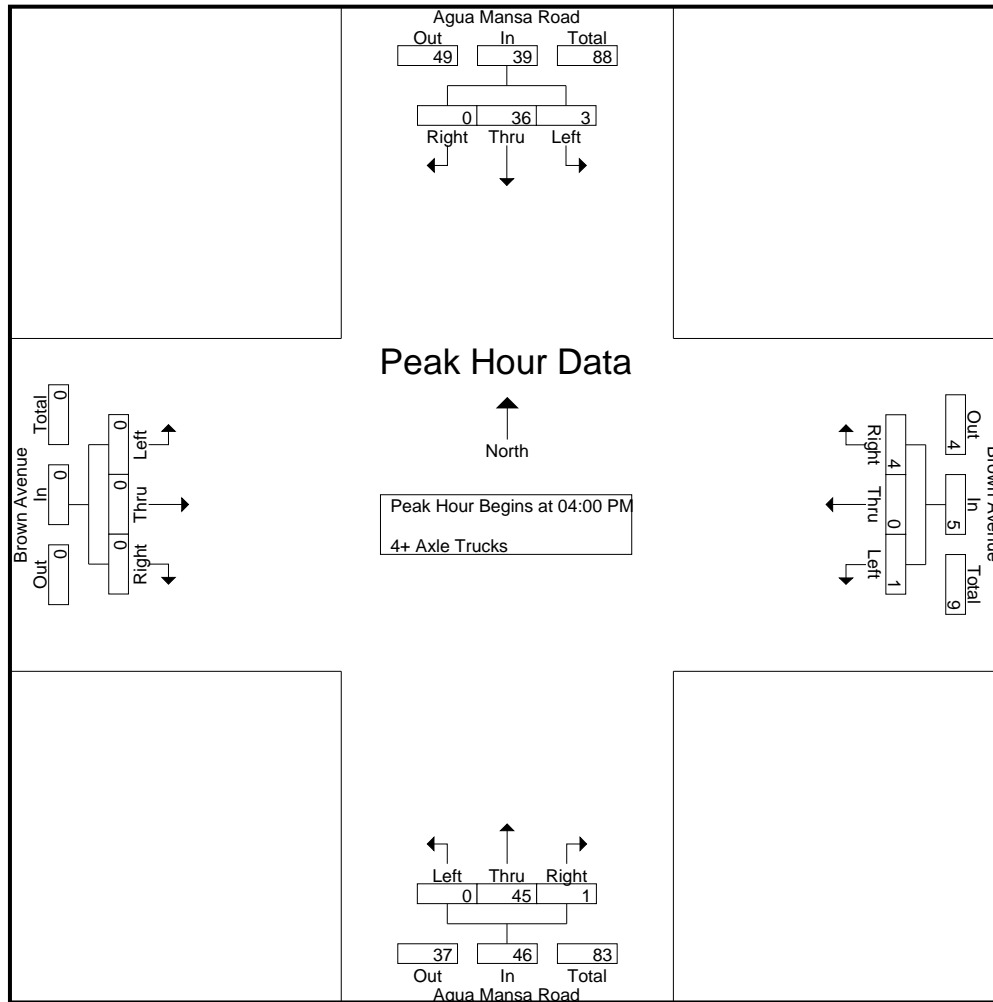
Groups Printed- 4+ Axle Trucks

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	8	0	9	0	0	0	0	0	11	1	12	0	0	0	0	21
04:15 PM	2	7	0	9	0	0	1	1	0	5	0	5	0	0	0	0	15
04:30 PM	0	10	0	10	0	0	2	2	0	16	0	16	0	0	0	0	28
04:45 PM	0	11	0	11	1	0	1	2	0	13	0	13	0	0	0	0	26
Total	3	36	0	39	1	0	4	5	0	45	1	46	0	0	0	0	90
05:00 PM	0	5	1	6	0	0	1	1	0	14	0	14	0	0	0	0	21
05:15 PM	0	6	1	7	0	0	1	1	0	15	0	15	1	0	0	1	24
05:30 PM	1	7	0	8	0	0	0	0	0	8	0	8	0	0	0	0	16
05:45 PM	0	4	0	4	0	0	0	0	0	10	0	10	0	0	0	0	14
Total	1	22	2	25	0	0	2	2	0	47	0	47	1	0	0	1	75
Grand Total	4	58	2	64	1	0	6	7	0	92	1	93	1	0	0	1	165
Apprch %	6.2	90.6	3.1		14.3	0	85.7		0	98.9	1.1		100	0	0		
Total %	2.4	35.2	1.2	38.8	0.6	0	3.6	4.2	0	55.8	0.6	56.4	0.6	0	0	0.6	

Start Time	Agua Mansa Road Southbound				Brown Avenue Westbound				Agua Mansa Road Northbound				Brown Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	1	8	0	9	0	0	0	0	0	11	1	12	0	0	0	0	21
04:15 PM	2	7	0	9	0	0	1	1	0	5	0	5	0	0	0	0	15
04:30 PM	0	10	0	10	0	0	2	2	0	16	0	16	0	0	0	0	28
04:45 PM	0	11	0	11	1	0	1	2	0	13	0	13	0	0	0	0	26
Total Volume	3	36	0	39	1	0	4	5	0	45	1	46	0	0	0	0	90
% App. Total	7.7	92.3	0		20	0	80		0	97.8	2.2		0	0	0		
PHF	.375	.818	.000	.886	.250	.000	.500	.625	.000	.703	.250	.719	.000	.000	.000	.000	.804

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Brown Avenue  
 Weather: Clear

File Name : 14\_JVY\_Agua Mansa\_Brown PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



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

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	1	8	0	9	0	0	0	0	0	11	1	12	0	0	0	0
+15 mins.	2	7	0	9	0	0	1	1	0	5	0	5	0	0	0	0
+30 mins.	0	10	0	10	0	0	2	2	0	16	0	16	0	0	0	0
+45 mins.	0	11	0	11	1	0	1	2	0	13	0	13	0	0	0	0
Total Volume	3	36	0	39	1	0	4	5	0	45	1	46	0	0	0	0
% App. Total	7.7	92.3	0		20	0	80		0	97.8	2.2		0	0	0	
PHF	.375	.818	.000	.886	.250	.000	.500	.625	.000	.703	.250	.719	.000	.000	.000	.000

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Robert A Nelson Transfer Station DW  
 Weather: Clear

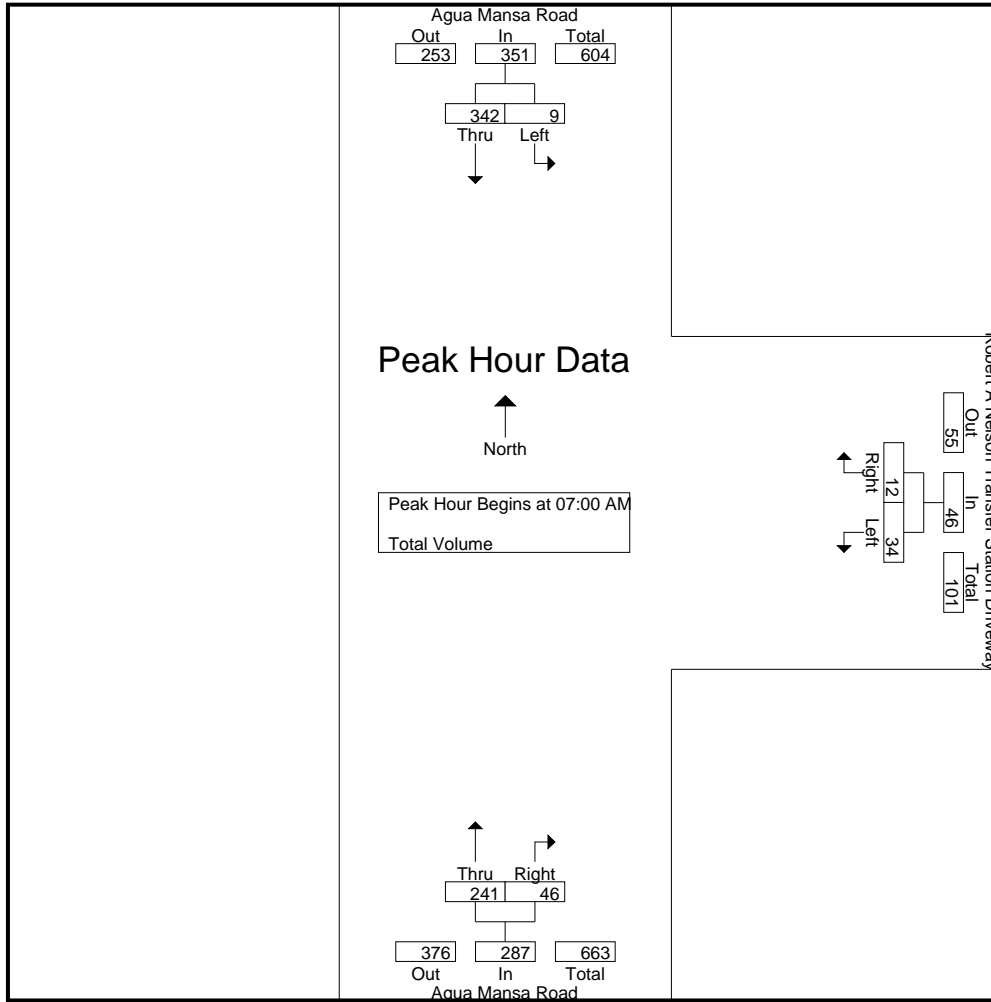
File Name : 15\_JVY\_Agua Mansa\_Transfer Stn DW AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Agua Mansa Road Southbound			Robert A Nelson Transfer Station Driveway Westbound			Agua Mansa Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	3	76	79	12	2	14	46	14	60	153
07:15 AM	2	93	95	12	3	15	50	16	66	176
07:30 AM	4	86	90	3	2	5	70	5	75	170
07:45 AM	0	87	87	7	5	12	75	11	86	185
Total	9	342	351	34	12	46	241	46	287	684
08:00 AM	3	62	65	7	2	9	61	8	69	143
08:15 AM	4	63	67	3	6	9	52	12	64	140
08:30 AM	3	48	51	7	2	9	69	12	81	141
08:45 AM	6	44	50	6	6	12	68	10	78	140
Total	16	217	233	23	16	39	250	42	292	564
Grand Total	25	559	584	57	28	85	491	88	579	1248
Apprch %	4.3	95.7		67.1	32.9		84.8	15.2		
Total %	2	44.8	46.8	4.6	2.2	6.8	39.3	7.1	46.4	

Start Time	Agua Mansa Road Southbound			Robert A Nelson Transfer Station Driveway Westbound			Agua Mansa Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	3	76	79	12	2	14	46	14	60	153
07:15 AM	2	<b>93</b>	<b>95</b>	12	3	<b>15</b>	50	<b>16</b>	66	176
07:30 AM	<b>4</b>	86	90	3	2	5	70	5	75	170
07:45 AM	0	87	87	7	<b>5</b>	12	<b>75</b>	11	<b>86</b>	<b>185</b>
Total Volume	9	342	351	34	12	46	241	46	287	684
% App. Total	2.6	97.4		73.9	26.1		84	16		
PHF	.563	.919	.924	.708	.600	.767	.803	.719	.834	.924

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



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

	07:00 AM			07:00 AM			07:45 AM		
+0 mins.	3	76	79	12	2	14	75	11	86
+15 mins.	2	93	95	12	3	15	61	8	69
+30 mins.	4	86	90	3	2	5	52	12	64
+45 mins.	0	87	87	7	5	12	69	12	81
Total Volume	9	342	351	34	12	46	257	43	300
% App. Total	2.6	97.4		73.9	26.1		85.7	14.3	
PHF	.563	.919	.924	.708	.600	.767	.857	.896	.872

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Robert A Nelson Transfer Station DW  
 Weather: Clear

File Name : 15\_JVY\_Agua Mansa\_Transfer Stn DW PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

Groups Printed- Total Volume

Start Time	Agua Mansa Road Southbound			Robert A Nelson Transfer Station Driveway Westbound			Agua Mansa Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	7	75	82	5	5	10	118	12	130	222
04:15 PM	7	75	82	3	8	11	124	20	144	237
04:30 PM	3	91	94	10	6	16	119	18	137	247
04:45 PM	3	80	83	12	8	20	108	11	119	222
Total	20	321	341	30	27	57	469	61	530	928
05:00 PM	1	76	77	8	4	12	109	12	121	210
05:15 PM	3	68	71	5	3	8	144	11	155	234
05:30 PM	3	69	72	11	7	18	125	10	135	225
05:45 PM	3	64	67	16	1	17	116	4	120	204
Total	10	277	287	40	15	55	494	37	531	873
Grand Total	30	598	628	70	42	112	963	98	1061	1801
Apprch %	4.8	95.2		62.5	37.5		90.8	9.2		
Total %	1.7	33.2	34.9	3.9	2.3	6.2	53.5	5.4	58.9	

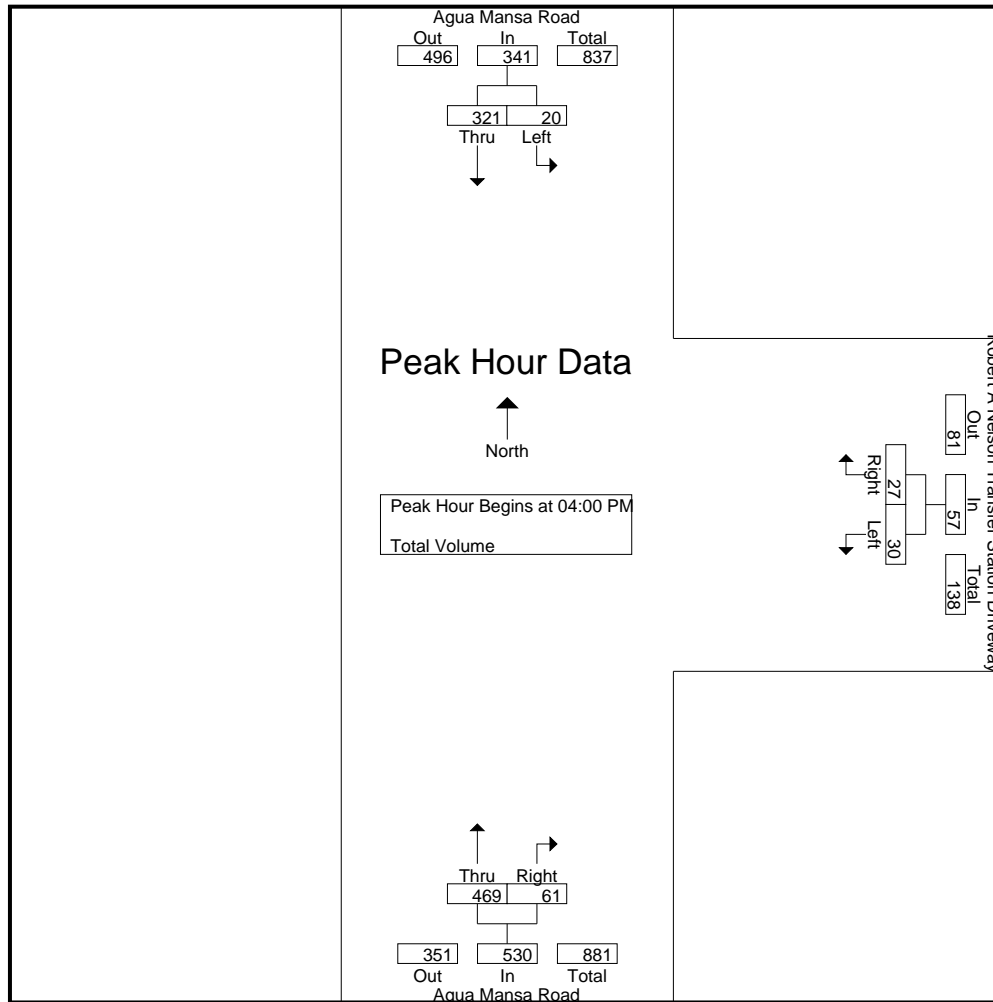
Start Time	Agua Mansa Road Southbound			Robert A Nelson Transfer Station Driveway Westbound			Agua Mansa Road Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	7	75	82	5	5	10	118	12	130	222
04:15 PM	7	75	82	3	8	11	124	20	144	237
04:30 PM	3	91	94	10	6	16	119	18	137	247
04:45 PM	3	80	83	12	8	20	108	11	119	222
Total Volume	20	321	341	30	27	57	469	61	530	928
% App. Total	5.9	94.1		52.6	47.4		88.5	11.5		
PHF	.714	.882	.907	.625	.844	.713	.946	.763	.920	.939

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Jurupa Valley  
 N/S: Agua Mansa Road  
 E/W: Robert A Nelson Transfer Station DW  
 Weather: Clear

File Name : 15\_JVY\_Agua Mansa\_Transfer Stn DW PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



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

	04:00 PM			04:15 PM			04:30 PM		
+0 mins.	7	75	82	3	8	11	119	18	137
+15 mins.	7	75	82	10	6	16	108	11	119
+30 mins.	3	91	94	12	8	20	109	12	121
+45 mins.	3	80	83	8	4	12	144	11	155
Total Volume	20	321	341	33	26	59	480	52	532
% App. Total	5.9	94.1		55.9	44.1		90.2	9.8	
PHF	.714	.882	.907	.688	.813	.738	.833	.722	.858

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

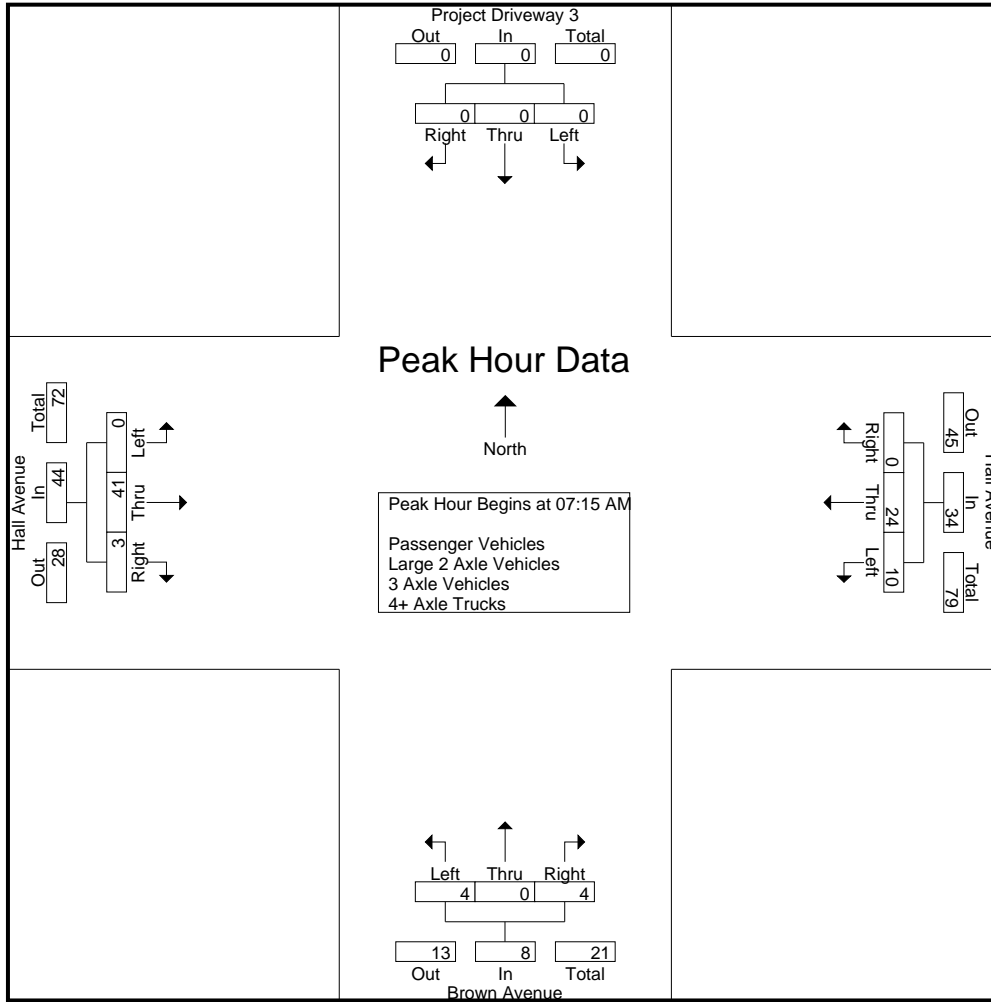
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	2	5	0	7	1	0	0	1	0	13	0	13	21
07:15 AM	0	0	0	0	4	5	0	9	0	0	0	0	0	11	0	11	20
07:30 AM	0	0	0	0	2	6	0	8	2	0	2	4	0	9	1	10	22
07:45 AM	0	0	0	0	1	6	0	7	0	0	0	0	0	12	1	13	20
Total	0	0	0	0	9	22	0	31	3	0	2	5	0	45	2	47	83
08:00 AM	0	0	0	0	3	7	0	10	2	0	2	4	0	9	1	10	24
08:15 AM	0	0	0	0	5	2	0	7	0	0	2	2	0	2	0	2	11
08:30 AM	0	0	0	0	2	8	0	10	1	0	0	1	0	6	1	7	18
08:45 AM	0	0	0	0	5	6	0	11	0	0	2	2	0	8	1	9	22
Total	0	0	0	0	15	23	0	38	3	0	6	9	0	25	3	28	75
Grand Total	0	0	0	0	24	45	0	69	6	0	8	14	0	70	5	75	158
Apprch %	0	0	0		34.8	65.2	0		42.9	0	57.1		0	93.3	6.7		
Total %	0	0	0	0	15.2	28.5	0	43.7	3.8	0	5.1	8.9	0	44.3	3.2	47.5	
Passenger Vehicles	0	0	0	0	18	37	0	55	4	0	4	8	0	64	4	68	131
% Passenger Vehicles	0	0	0	0	75	82.2	0	79.7	66.7	0	50	57.1	0	91.4	80	90.7	82.9
Large 2 Axle Vehicles	0	0	0	0	1	2	0	3	2	0	3	5	0	2	0	2	10
% Large 2 Axle Vehicles	0	0	0	0	4.2	4.4	0	4.3	33.3	0	37.5	35.7	0	2.9	0	2.7	6.3
3 Axle Vehicles	0	0	0	0	1	3	0	4	0	0	1	1	0	0	1	1	6
% 3 Axle Vehicles	0	0	0	0	4.2	6.7	0	5.8	0	0	12.5	7.1	0	0	20	1.3	3.8
4+ Axle Trucks	0	0	0	0	4	3	0	7	0	0	0	0	0	4	0	4	11
% 4+ Axle Trucks	0	0	0	0	16.7	6.7	0	10.1	0	0	0	0	0	5.7	0	5.3	7

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	4	5	0	9	0	0	0	0	0	11	0	11	20
07:30 AM	0	0	0	0	2	6	0	8	2	0	2	4	0	9	1	10	22
07:45 AM	0	0	0	0	1	6	0	7	0	0	0	0	0	12	1	13	20
08:00 AM	0	0	0	0	3	7	0	10	2	0	2	4	0	9	1	10	24
Total Volume	0	0	0	0	10	24	0	34	4	0	4	8	0	41	3	44	86
% App. Total	0	0	0	0	29.4	70.6	0		50	0	50		0	93.2	6.8		
PHF	.000	.000	.000	.000	.625	.857	.000	.850	.500	.000	.500	.500	.000	.854	.750	.846	.896

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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				08:00 AM				07:30 AM				07:00 AM			
+0 mins.	0	0	0	0	3	7	0	10	2	0	2	4	0	13	0	13
+15 mins.	0	0	0	0	5	2	0	7	0	0	0	0	0	11	0	11
+30 mins.	0	0	0	0	2	8	0	10	2	0	2	4	0	9	1	10
+45 mins.	0	0	0	0	5	6	0	11	0	0	2	2	0	12	1	13
Total Volume	0	0	0	0	15	23	0	38	4	0	6	10	0	45	2	47
% App. Total	0	0	0	0	39.5	60.5	0		40	0	60		0	95.7	4.3	
PHF	.000	.000	.000	.000	.750	.719	.000	.864	.500	.000	.750	.625	.000	.865	.500	.904



City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

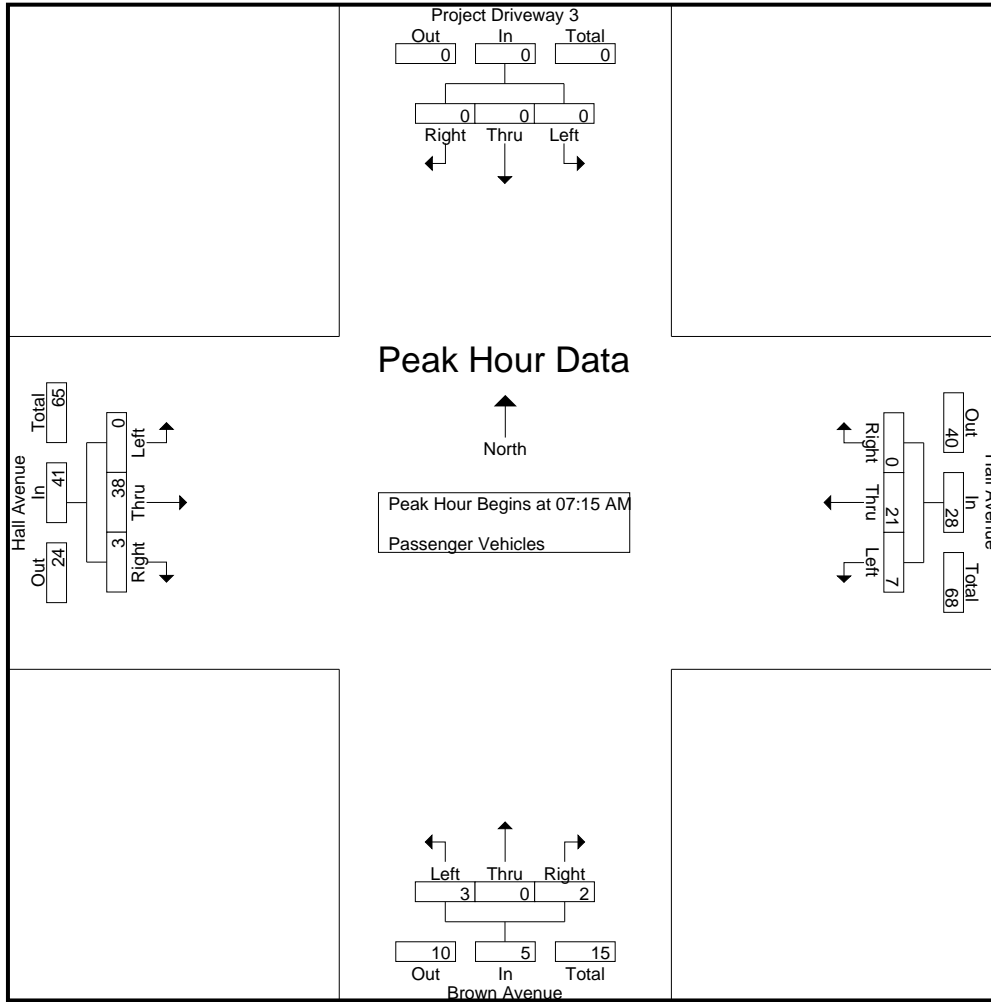
Groups Printed- Passenger Vehicles

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	3	0	4	0	0	0	0	0	13	0	13	17
07:15 AM	0	0	0	0	2	4	0	6	0	0	0	0	0	10	0	10	16
07:30 AM	0	0	0	0	1	6	0	7	1	0	0	1	0	8	1	9	17
07:45 AM	0	0	0	0	1	5	0	6	0	0	0	0	0	12	1	13	19
Total	0	0	0	0	5	18	0	23	1	0	0	1	0	43	2	45	69
08:00 AM	0	0	0	0	3	6	0	9	2	0	2	4	0	8	1	9	22
08:15 AM	0	0	0	0	5	1	0	6	0	0	1	1	0	2	0	2	9
08:30 AM	0	0	0	0	2	7	0	9	1	0	0	1	0	5	0	5	15
08:45 AM	0	0	0	0	3	5	0	8	0	0	1	1	0	6	1	7	16
Total	0	0	0	0	13	19	0	32	3	0	4	7	0	21	2	23	62
Grand Total	0	0	0	0	18	37	0	55	4	0	4	8	0	64	4	68	131
Apprch %	0	0	0		32.7	67.3	0		50	0	50		0	94.1	5.9		
Total %	0	0	0	0	13.7	28.2	0	42	3.1	0	3.1	6.1	0	48.9	3.1	51.9	

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	2	4	0	6	0	0	0	0	0	10	0	10	16
07:30 AM	0	0	0	0	1	6	0	7	1	0	0	1	0	8	1	9	17
07:45 AM	0	0	0	0	1	5	0	6	0	0	0	0	0	12	1	13	19
08:00 AM	0	0	0	0	3	6	0	9	2	0	2	4	0	8	1	9	22
Total Volume	0	0	0	0	7	21	0	28	3	0	2	5	0	38	3	41	74
% App. Total	0	0	0		25	75	0		60	0	40		0	92.7	7.3		
PHF	.000	.000	.000	.000	.583	.875	.000	.778	.375	.000	.250	.313	.000	.792	.750	.788	.841

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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	2	4	0	6	0	0	0	0	0	10	0	10
+15 mins.	0	0	0	0	1	6	0	7	1	0	0	1	0	8	1	9
+30 mins.	0	0	0	0	1	5	0	6	0	0	0	0	0	12	1	13
+45 mins.	0	0	0	0	3	6	0	9	2	0	2	4	0	8	1	9
Total Volume	0	0	0	0	7	21	0	28	3	0	2	5	0	38	3	41
% App. Total	0	0	0	0	25	75	0		60	0	40		0	92.7	7.3	
PHF	.000	.000	.000	.000	.583	.875	.000	.778	.375	.000	.250	.313	.000	.792	.750	.788

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

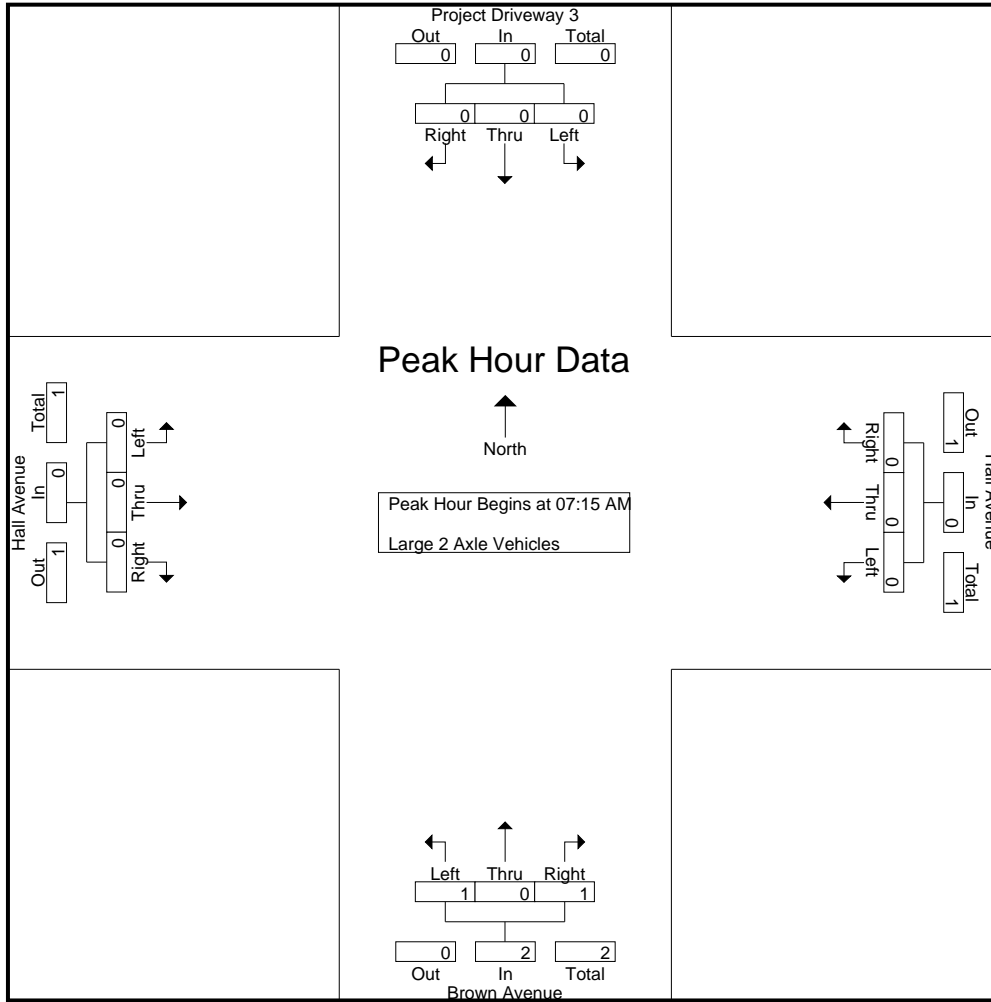
Groups Printed- Large 2 Axle Vehicles

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	1	0	2	1	0	0	1	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	2	0	1	3	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	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	0	1	1	0	1	0	1	2
Total	0	0	0	0	0	1	0	1	0	0	2	2	0	2	0	2	5
Grand Total	0	0	0	0	1	2	0	3	2	0	3	5	0	2	0	2	10
Apprch %	0	0	0		33.3	66.7	0		40	0	60		0	100	0		
Total %	0	0	0	0	10	20	0	30	20	0	30	50	0	20	0	20	

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		50	0	50		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.000	.000	.250

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



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

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

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

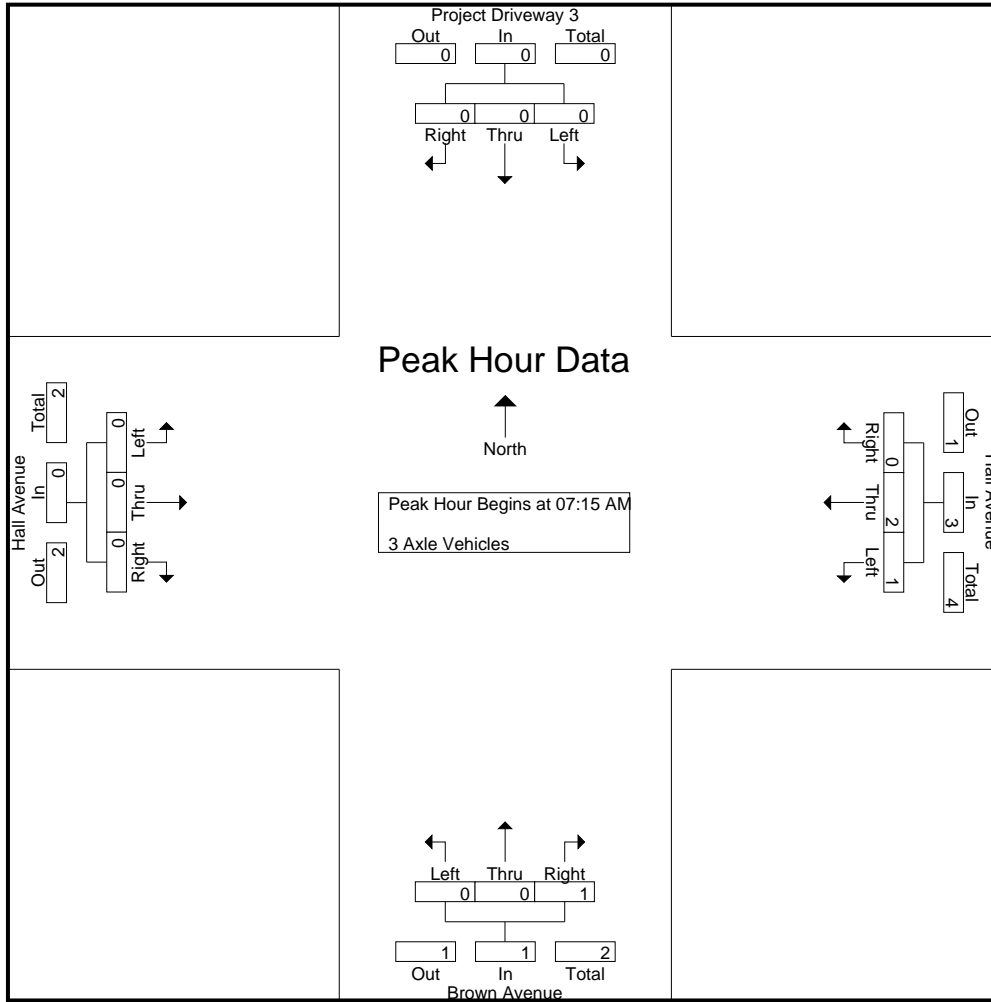
Groups Printed- 3 Axle Vehicles

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Grand Total	0	0	0	0	1	3	0	4	0	0	1	1	0	0	1	1	6
Apprch %	0	0	0		25	75	0		0	0	100		0	0	100		
Total %	0	0	0	0	16.7	50	0	66.7	0	0	16.7	16.7	0	0	16.7	16.7	

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0	4
% App. Total	0	0	0		33.3	66.7	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.250	.500	.000	.375	.000	.000	.250	.250	.000	.000	.000	.000	.500

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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	1	1	0	2	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	2	0	3	0	0	1	1	0	0	0	0
% App. Total	0	0	0	0	33.3	66.7	0		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.250	.500	.000	.375	.000	.000	.250	.250	.000	.000	.000	.000

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

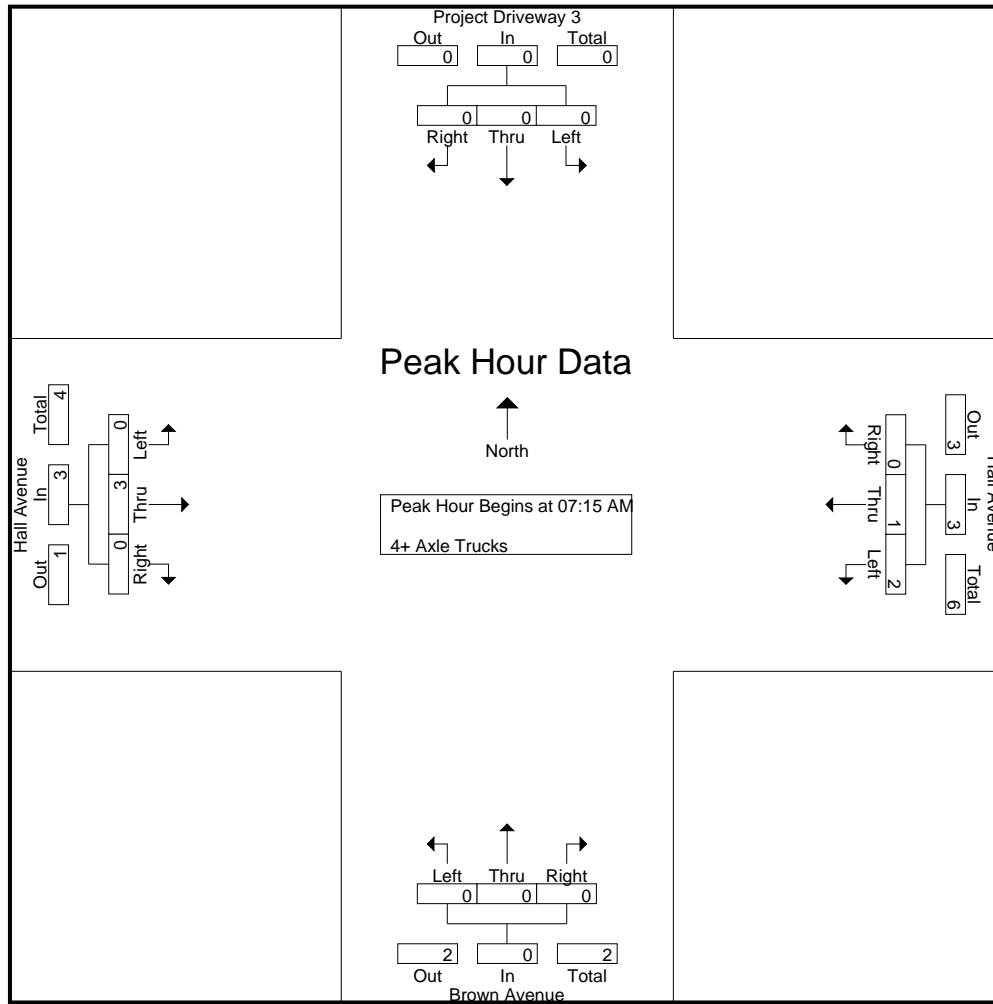
Groups Printed- 4+ Axle Trucks

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	1	0	3	0	0	0	0	0	2	0	2	5
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	2	2	0	4	0	0	0	0	0	2	0	2	6
Grand Total	0	0	0	0	4	3	0	7	0	0	0	0	0	4	0	4	11
Apprch %	0	0	0		57.1	42.9	0		0	0	0		0	100	0		
Total %	0	0	0		36.4	27.3	0	63.6	0	0	0		0	36.4	0	36.4	

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	2	1	0	3	0	0	0	0	0	3	0	3	6
% App. Total	0	0	0		66.7	33.3	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.500	.250	.000	.750	.000	.000	.000	.000	.000	.750	.000	.750	.750

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall AM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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	1	0	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	2	1	0	3	0	0	0	0	0	3	0	3
% App. Total	0	0	0	0	66.7	33.3	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.500	.250	.000	.750	.000	.000	.000	.000	.000	.750	.000	.750



City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

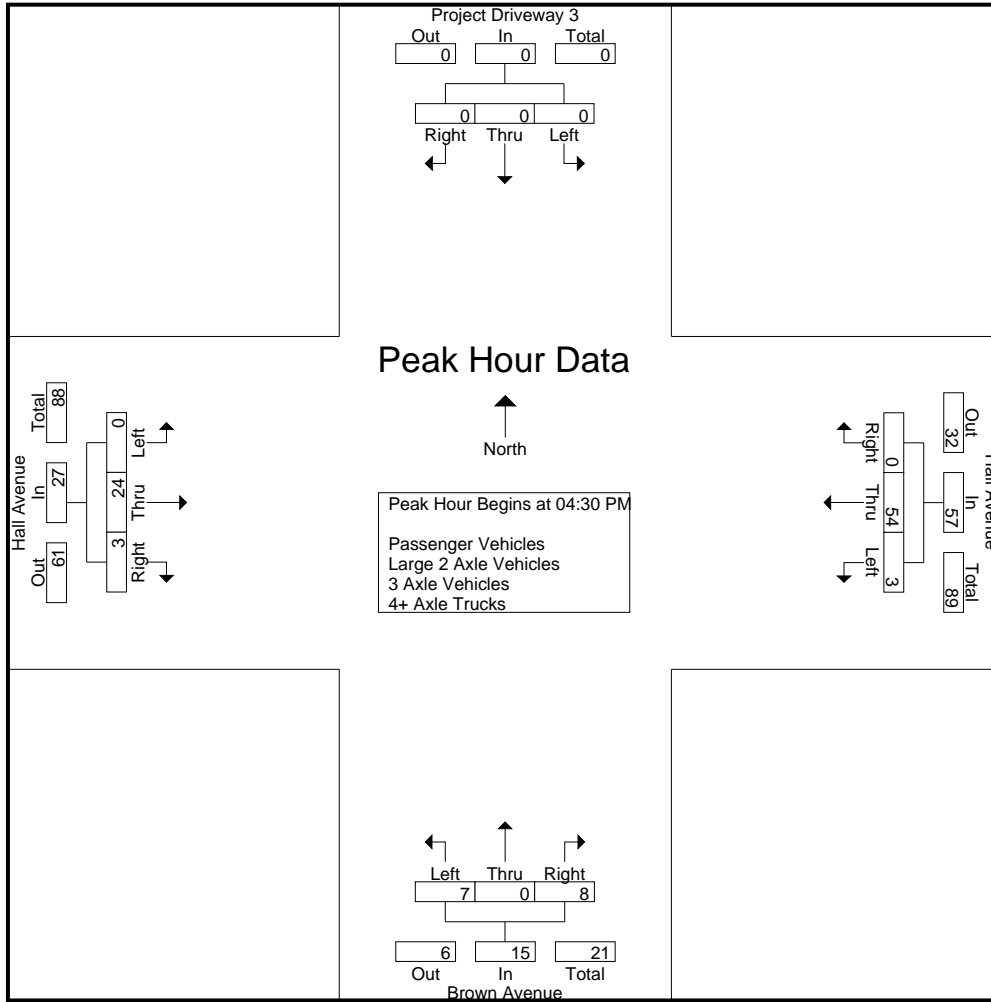
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	14	0	15	0	0	2	2	0	10	1	11	28
04:15 PM	0	0	0	0	0	11	0	11	0	0	2	2	0	3	1	4	17
04:30 PM	0	0	0	0	0	13	0	13	3	0	3	6	0	7	1	8	27
04:45 PM	0	0	0	0	2	10	0	12	4	0	4	8	0	5	1	6	26
Total	0	0	0	0	3	48	0	51	7	0	11	18	0	25	4	29	98
05:00 PM	0	0	0	0	0	17	0	17	0	0	0	0	0	7	1	8	25
05:15 PM	0	0	0	0	1	14	0	15	0	0	1	1	0	5	0	5	21
05:30 PM	0	0	0	0	2	8	0	10	2	0	4	6	1	8	1	10	26
05:45 PM	0	0	0	0	1	2	0	3	0	0	1	1	0	3	1	4	8
Total	0	0	0	0	4	41	0	45	2	0	6	8	1	23	3	27	80
Grand Total	0	0	0	0	7	89	0	96	9	0	17	26	1	48	7	56	178
Apprch %	0	0	0		7.3	92.7	0		34.6	0	65.4		1.8	85.7	12.5		
Total %	0	0	0	0	3.9	50	0	53.9	5.1	0	9.6	14.6	0.6	27	3.9	31.5	
Passenger Vehicles	0	0	0	0	6	77	0	83	9	0	16	25	1	35	5	41	149
% Passenger Vehicles	0	0	0	0	85.7	86.5	0	86.5	100	0	94.1	96.2	100	72.9	71.4	73.2	83.7
Large 2 Axle Vehicles	0	0	0	0	1	7	0	8	0	0	0	0	0	4	2	6	14
% Large 2 Axle Vehicles	0	0	0	0	14.3	7.9	0	8.3	0	0	0	0	0	8.3	28.6	10.7	7.9
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	12.5	0	10.7	3.4
4+ Axle Trucks	0	0	0	0	0	5	0	5	0	0	1	1	0	3	0	3	9
% 4+ Axle Trucks	0	0	0	0	0	5.6	0	5.2	0	0	5.9	3.8	0	6.2	0	5.4	5.1

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	0	0	0	0	13	0	13	3	0	3	6	0	7	1	8	27
04:45 PM	0	0	0	0	2	10	0	12	4	0	4	8	0	5	1	6	26
05:00 PM	0	0	0	0	0	17	0	17	0	0	0	0	0	7	1	8	25
05:15 PM	0	0	0	0	1	14	0	15	0	0	1	1	0	5	0	5	21
Total Volume	0	0	0	0	3	54	0	57	7	0	8	15	0	24	3	27	99
% App. Total	0	0	0		5.3	94.7	0		46.7	0	53.3		0	88.9	11.1		
PHF	.000	.000	.000	.000	.375	.794	.000	.838	.438	.000	.500	.469	.000	.857	.750	.844	.917

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 2



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

	04:00 PM				04:30 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	13	0	13	0	0	2	2	0	<b>10</b>	<b>1</b>	<b>11</b>
+15 mins.	0	0	0	0	<b>2</b>	10	0	12	0	0	2	2	0	3	1	4
+30 mins.	0	0	0	0	0	<b>17</b>	0	<b>17</b>	3	0	3	6	0	7	1	8
+45 mins.	0	0	0	0	1	14	0	15	<b>4</b>	0	<b>4</b>	<b>8</b>	0	5	1	6
Total Volume	0	0	0	0	3	54	0	57	7	0	11	18	0	25	4	29
% App. Total	0	0	0	0	5.3	94.7	0	83.8	38.9	0	61.1	13.8	0	86.2	13.8	65.9
PHF	.000	.000	.000	.000	.375	.794	.000	.838	.438	.000	.688	.563	.000	.625	1.000	.659

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

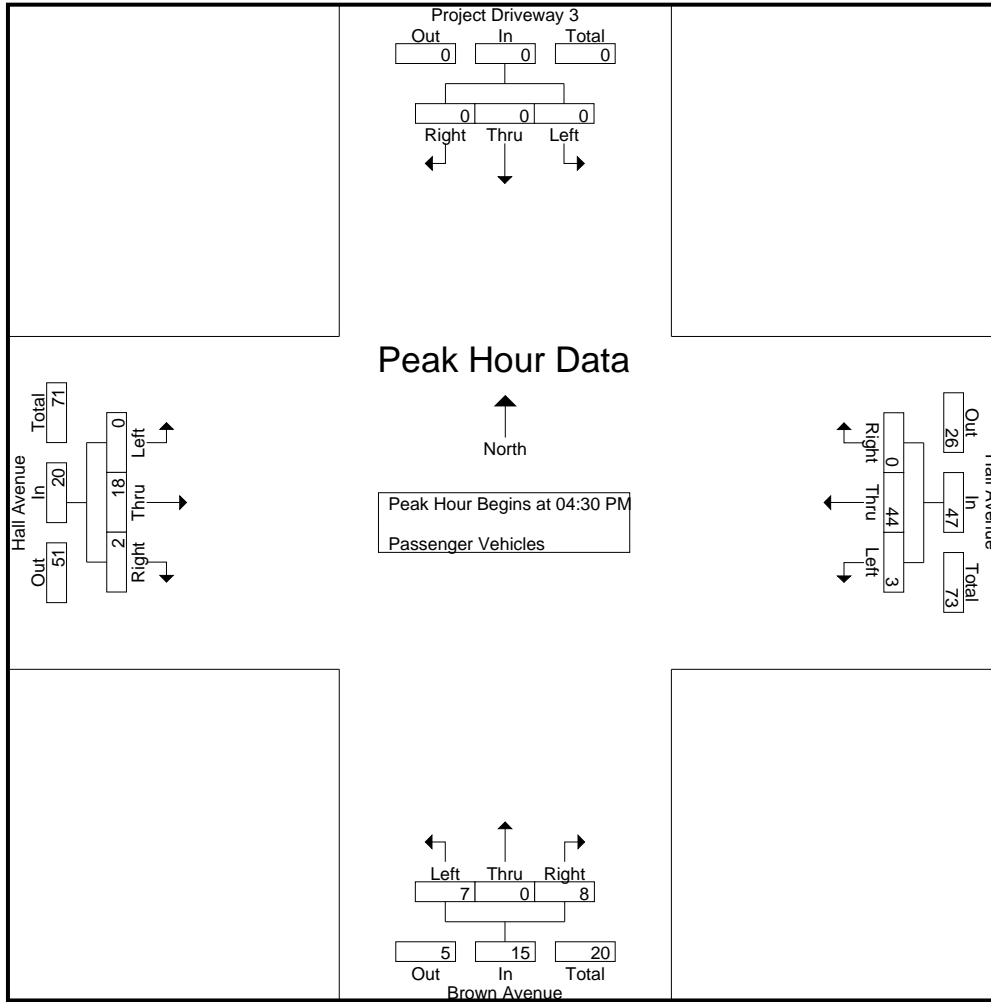
Groups Printed- Passenger Vehicles

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	14	0	15	0	0	2	2	0	6	1	7	24
04:15 PM	0	0	0	0	0	10	0	10	0	0	2	2	0	3	0	3	15
04:30 PM	0	0	0	0	0	12	0	12	3	0	3	6	0	7	1	8	26
04:45 PM	0	0	0	0	2	7	0	9	4	0	4	8	0	4	1	5	22
Total	0	0	0	0	3	43	0	46	7	0	11	18	0	20	3	23	87
05:00 PM	0	0	0	0	0	16	0	16	0	0	0	0	0	4	0	4	20
05:15 PM	0	0	0	0	1	9	0	10	0	0	1	1	0	3	0	3	14
05:30 PM	0	0	0	0	2	7	0	9	2	0	4	6	1	5	1	7	22
05:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	1	4	6
Total	0	0	0	0	3	34	0	37	2	0	5	7	1	15	2	18	62
Grand Total	0	0	0	0	6	77	0	83	9	0	16	25	1	35	5	41	149
Apprch %	0	0	0		7.2	92.8	0		36	0	64		2.4	85.4	12.2		
Total %	0	0	0	0	4	51.7	0	55.7	6	0	10.7	16.8	0.7	23.5	3.4	27.5	

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	0	0	0	12	0	12	3	0	3	6	0	7	1	8	26
04:45 PM	0	0	0	0	2	7	0	9	4	0	4	8	0	4	1	5	22
05:00 PM	0	0	0	0	0	16	0	16	0	0	0	0	0	4	0	4	20
05:15 PM	0	0	0	0	1	9	0	10	0	0	1	1	0	3	0	3	14
Total Volume	0	0	0	0	3	44	0	47	7	0	8	15	0	18	2	20	82
% App. Total	0	0	0		6.4	93.6	0		46.7	0	53.3		0	90	10		
PHF	.000	.000	.000	.000	.375	.688	.000	.734	.438	.000	.500	.469	.000	.643	.500	.625	.788

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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	0	0	0	0	12	0	12	3	0	3	6	0	7	1	8
+15 mins.	0	0	0	0	2	7	0	9	4	0	4	8	0	4	1	5
+30 mins.	0	0	0	0	0	16	0	16	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	1	9	0	10	0	0	1	1	0	3	0	3
Total Volume	0	0	0	0	3	44	0	47	7	0	8	15	0	18	2	20
% App. Total	0	0	0	0	6.4	93.6	0	47.0	46.7	0	53.3	100.0	0	90	10	100.0
PHF	.000	.000	.000	.000	.375	.688	.000	.734	.438	.000	.500	.469	.000	.643	.500	.625

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

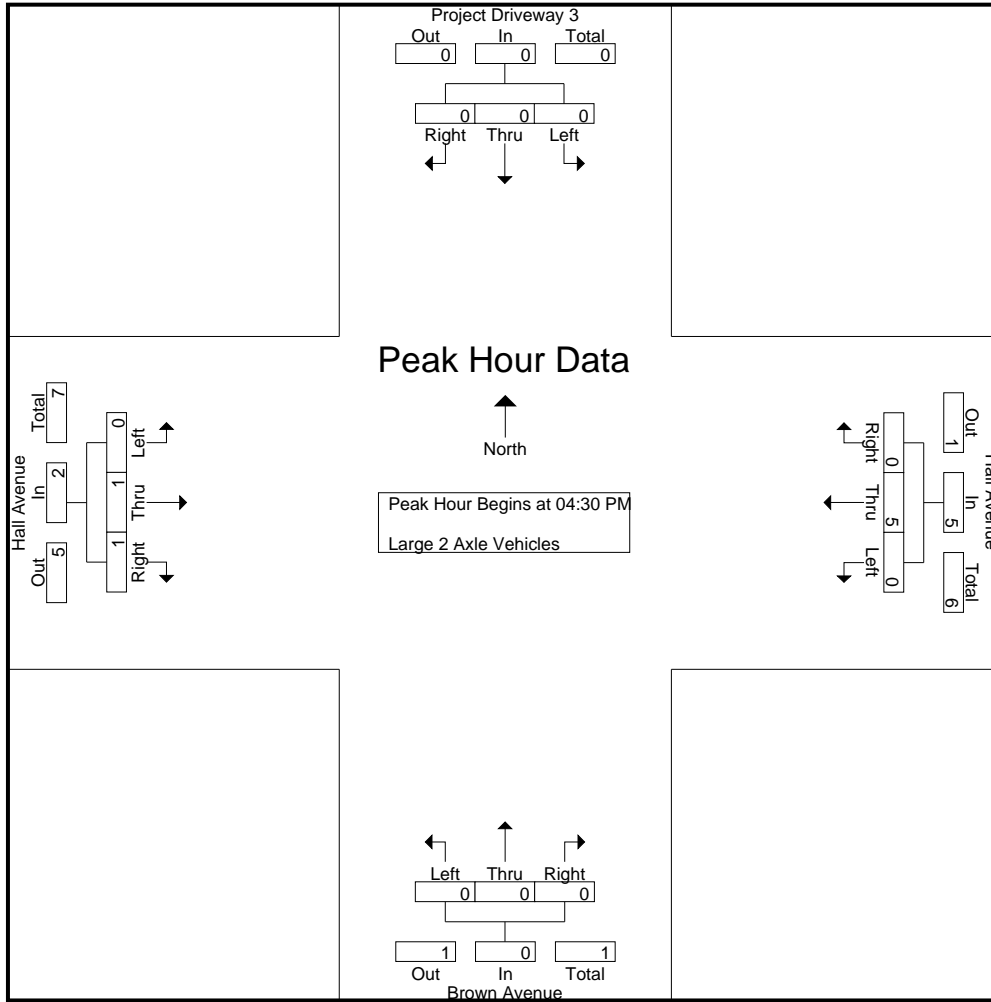
Groups Printed- Large 2 Axle Vehicles

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	3	1	4	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	3	0	4	0	0	0	0	0	1	1	2	6
Grand Total	0	0	0	0	1	7	0	8	0	0	0	0	0	4	2	6	14
Apprch %	0	0	0		12.5	87.5	0		0	0	0		0	66.7	33.3		
Total %	0	0	0		7.1	50	0	57.1	0	0	0		0	28.6	14.3	42.9	

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	1	1	2	7
% App. Total	0	0	0		0	100	0		0	0	0		0	50	50		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.250	.250	.875

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
+45 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	1	1	2
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	50	50	0
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.250	.250	.250

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

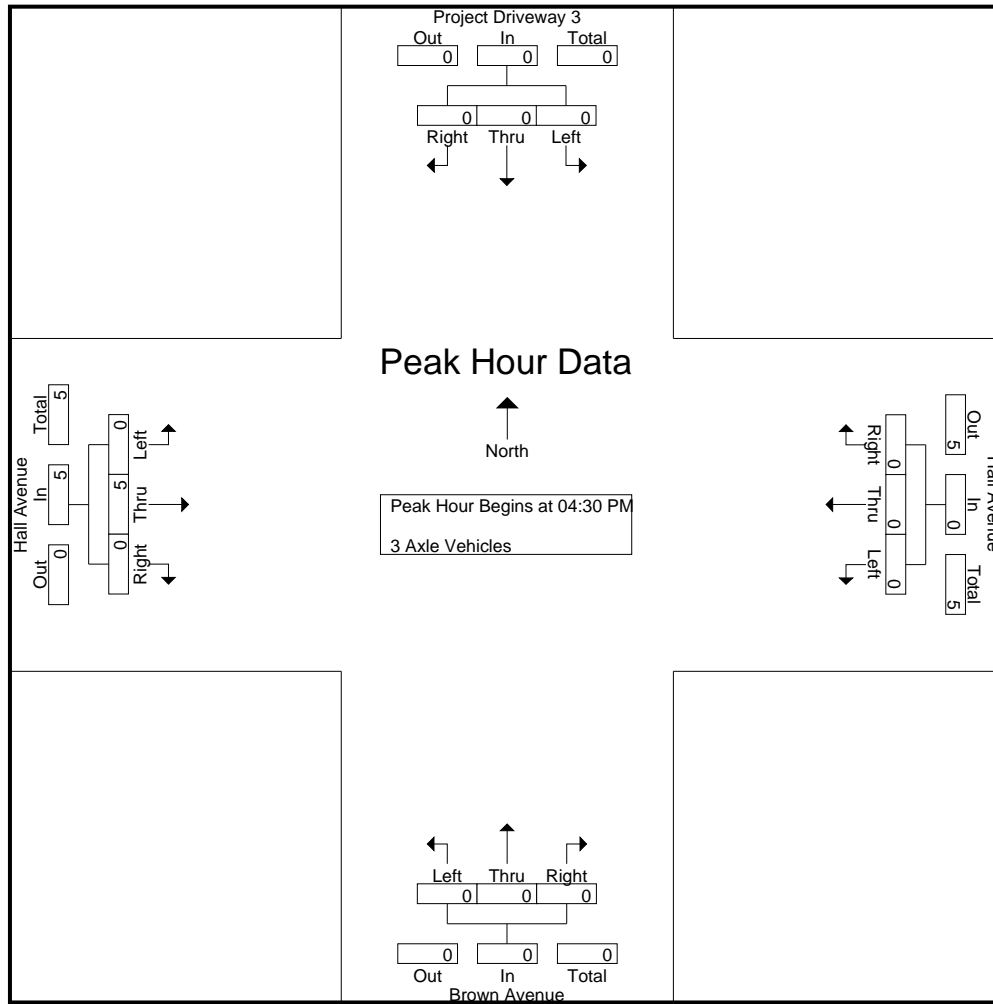
Groups Printed- 3 Axle Vehicles

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
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	5	0	5	5
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	.000	.625	.625

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	<b>2</b>	0	<b>2</b>
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.625	.000	.625



City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 Page No : 1

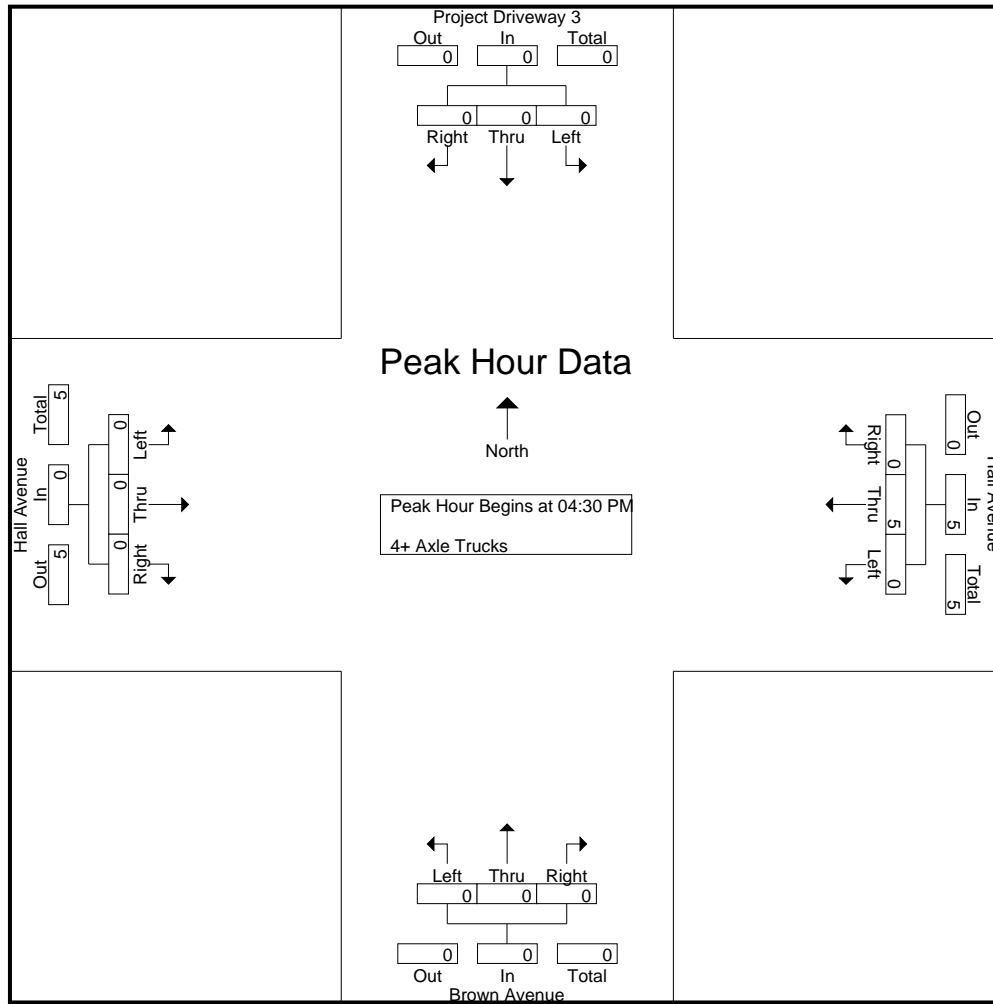
Groups Printed- 4+ Axle Trucks

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	0	0	1	1	0	2	0	2	7
Grand Total	0	0	0	0	0	5	0	5	0	0	1	1	0	3	0	3	9
Apprch %	0	0	0		0	100	0		0	0	100		0	100	0		
Total %	0	0	0	0	0	55.6	0	55.6	0	0	11.1	11.1	0	33.3	0	33.3	

Start Time	Project Driveway 3 Southbound				Hall Avenue Westbound				Brown Avenue Northbound				Hall Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.000	.000	.000	.417

City of Jurupa Valley  
 N/S: Project Driveway 3/Brown Avenue  
 E/W: Hall Avenue  
 Weather: Clear

File Name : 18\_JVY\_P DW3\_Brown\_Hall PM  
 Site Code : 00318765  
 Start Date : 10/11/2018  
 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	<b>3</b>	0	<b>3</b>	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.417	.000	.417	.000	.000	.000	.000	.000	.000	.000	.000

# Counts Unlimited, Inc

City of Jurupa Valley  
 Rubidoux Boulevard  
 B/ Market Street - 28th Street  
 24 Hour Directional Volume Count

PO Box 1178  
 Corona, CA 92878  
 Phone: 951-268-6268  
 email: counts@countsunlimited.com

JVY001  
 Site Code: 003-18765

Start Time	10/11/2018 Thu	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		33	107			26	104				
12:15		20	121			14	114				
12:30		40	135			22	104				
12:45		22	124	115	487	18	114	80	436	195	923
01:00		35	117			37	106				
01:15		22	136			18	142				
01:30		13	138			9	139				
01:45		12	125	82	516	26	144	90	531	172	1047
02:00		17	124			11	147				
02:15		29	154			24	148				
02:30		22	134			29	154				
02:45		43	135	111	547	31	165	95	614	206	1161
03:00		20	189			23	190				
03:15		32	204			29	173				
03:30		55	181			54	160				
03:45		55	199	162	773	50	200	156	723	318	1496
04:00		34	208			69	197				
04:15		40	217			80	210				
04:30		60	212			99	203				
04:45		55	197	189	834	69	193	317	803	506	1637
05:00		62	193			69	207				
05:15		85	238			114	176				
05:30		90	204			130	176				
05:45		126	201	363	836	113	183	426	742	789	1578
06:00		81	180			96	131				
06:15		97	163			148	138				
06:30		106	158			136	124				
06:45		115	133	399	634	191	108	571	501	970	1135
07:00		105	122			179	86				
07:15		97	122			227	96				
07:30		124	102			264	88				
07:45		135	88	461	434	178	65	848	335	1309	769
08:00		100	59			168	71				
08:15		115	65			134	55				
08:30		136	74			161	67				
08:45		150	71	501	269	147	72	610	265	1111	534
09:00		124	60			130	50				
09:15		130	45			109	67				
09:30		105	76			137	67				
09:45		108	48	467	229	102	57	478	241	945	470
10:00		101	48			105	54				
10:15		96	49			123	44				
10:30		84	44			105	38				
10:45		109	30	390	171	85	49	418	185	808	356
11:00		81	39			100	52				
11:15		106	37			126	33				
11:30		102	34			101	29				
11:45		118	19	407	129	97	28	424	142	831	271
<b>Total</b>		<b>3647</b>	<b>5859</b>	<b>3647</b>	<b>5859</b>	<b>4513</b>	<b>5518</b>	<b>4513</b>	<b>5518</b>	<b>8160</b>	<b>11377</b>
<b>Combined Total</b>		<b>9506</b>		<b>9506</b>		<b>10031</b>		<b>10031</b>		<b>19537</b>	
AM Peak	-	08:30	-	-	-	06:45	-	-	-	-	-
Vol.	-	540	-	-	-	861	-	-	-	-	-
P.H.F.	-	0.900	-	-	-	0.815	-	-	-	-	-
PM Peak	-	-	04:30	-	-	-	04:15	-	-	-	-
Vol.	-	-	840	-	-	-	813	-	-	-	-
P.H.F.	-	-	0.882	-	-	-	0.968	-	-	-	-
Percentage		38.4%	61.6%			45.0%	55.0%				
ADT/AADT		ADT 19,537		AADT 19,537							



















# Counts Unlimited, Inc

City of Jurupa Valley  
 Agua Mansa Road  
 B/ Driveway - Market Street  
 24 Hour Directional Volume Count

PO Box 1178  
 Corona, CA 92878  
 Phone: 951-268-6268  
 email: counts@countsunlimited.com

JVY010  
 Site Code: 003-18765

Start Time	10/11/2018 Thu	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
		Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00		12	82			5	87				
12:15		24	112			15	64				
12:30		17	109			8	81				
12:45		18	99	71	402	21	93	49	325	120	727
01:00		23	129			10	96				
01:15		11	106			10	82				
01:30		13	92			15	<b>106</b>				
01:45		16	107	63	434	7	<b>106</b>	42	390	105	824
02:00		26	91			20	<b>103</b>				
02:15		15	102			25	<b>120</b>				
02:30		31	101			2	106				
02:45		15	145	87	439	13	90	60	419	147	858
03:00		31	150			14	92				
03:15		54	161			27	101				
03:30		78	146			16	91				
03:45		44	<b>155</b>	207	612	30	90	87	374	294	986
04:00		36	<b>158</b>			51	89				
04:15		50	<b>162</b>			57	120				
04:30		53	<b>149</b>			61	101				
04:45		59	140	198	609	62	99	231	409	429	1018
05:00		58	163			78	83				
05:15		85	143			57	101				
05:30		128	129			80	89				
05:45		58	120	329	555	57	91	272	364	601	919
06:00		71	95			64	45				
06:15		76	72			74	50				
06:30		88	58			104	44				
06:45		74	59	309	284	<b>105</b>	32	347	171	656	455
07:00		94	59			<b>129</b>	35				
07:15		82	53			<b>119</b>	36				
07:30		105	44			<b>114</b>	25				
07:45		89	30	370	186	80	27	442	123	812	309
08:00		76	24			88	21				
08:15		<b>112</b>	28			74	36				
08:30		<b>111</b>	36			76	15				
08:45		<b>92</b>	25	391	113	87	31	325	103	716	216
09:00		<b>106</b>	23			71	29				
09:15		85	39			81	41				
09:30		97	33			76	22				
09:45		82	17	370	112	85	13	313	105	683	217
10:00		116	17			81	24				
10:15		94	35			90	35				
10:30		77	24			89	27				
10:45		95	31	382	107	100	31	360	117	742	224
11:00		100	28			104	20				
11:15		90	16			86	19				
11:30		69	14			87	15				
11:45		126	16	385	74	87	17	364	71	749	145
<b>Total</b>		3162	3927	3162	3927	2892	2971	2892	2971	6054	6898
<b>Combined Total</b>		7089		7089		5863		5863		12952	
AM Peak	-	08:15	-	-	-	06:45	-	-	-	-	-
Vol.	-	421	-	-	-	467	-	-	-	-	-
P.H.F.	-	0.940	-	-	-	0.905	-	-	-	-	-
PM Peak	-	-	03:45	-	-	-	01:30	-	-	-	-
Vol.	-	-	624	-	-	-	435	-	-	-	-
P.H.F.	-	-	0.963	-	-	-	0.906	-	-	-	-
Percentage		44.6%	55.4%			49.3%	50.7%				
ADT/AADT		ADT 12,952		AADT 12,952							

INTERSECTION: N/S: Rubidoux Boulevard E/W: Market Street / 20th Street

Modified on:

**PHASE TIMING**  
KEYSTROKES: F + PHASE + INTERVAL

INTERVAL		PHASE								PREEMPT	
		1	2	3	4	5	6	7	8		E
Movement		SBL	NBT	WBL	EBT	NBL	SBT	EBL	WBT		
WALK	0						7			RR-1 Delay	0
Ped D/W	1						20			RR-1 Clear	0 1
Min Green	2	10	10	10	10	10	10			EV-A Delay	2
Type 3 Det	3									EV-A Clear	0 3
Add / Veh	4	1.5	1.5	1.5	1.5	1.5	1.5			EV-B Delay	4
Veh Exten *	5									EV-B Clear	0 5
Max Gap *	6									EV-C Delay	6
Min Gap *	7	1.5	2.5	1.5	1.5	1.5	2.5			EV-C Clear	0 7
Max Exten	8	30	45	25	25	25	45			EV-D Delay	8
Max 2	9									EV-D Clear	0 9
	A									RR-2 Delay	A
Call To Phase	B									RR-2 Clear	0 B
Reduce By	C									View EV Delay	--- C
Reduce Every	D									View EV Clear	--- D
Yellow Change	E	4.0	5.0	4.0	4.0	4.0	5.0			View RR Delay	--- E
Red Clear	F	1.0	2.0	2.0	1.0	1.0	1.0			View RR Clear	--- F

Max Initial <F-0-E> = 0

Red Revert <F-0-F> = 0

All Red Start <F-C-0> = 0

\* Must be same for non-density operation

**PHASE FUNCTION FLAGS**  
KEYSTROKES: F + F + FUNCTION#

FUNCTION		PHASE							
		1	2	3	4	5	6	7	8
Permit	0	X	X	X	X	X	X	X	X
Red Lock	1								
Yellow Lock	2								
Veh Recall	3		X				X		
Ped Recall	4								
Peds	5					X			
Rest in Walk	6								
Red Rest	7								
Double Entry	8								
Max Recall	9								
Soft Recall	A								
Max 2	B								
Cond Serve	C								
Man Cont Recall	D								
Startup	E	X			X				
First Phases	F		X			X			

**OVERLAP TIMING**  
KEYSTROKE: F + COLOR CODE + OVERLAP

	9	C	D
	Green	Yellow	Red
Overlap A			
Overlap B			
Overlap C			
Overlap D			

**INTERSECTION: Rubidoux @ 28th St. SG7411**

Group Assignment: **NONE**

N/S Street Name: **Rubidoux**

Last Database Change: **3/16/2017 10:57**

Field Master Assignment: **NONE**

E/W Street Name: **28th St.**

System Reference Number: **6**

Change Record					
Change	By	Date	Change	By	Date

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Manual Plan**  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

**Manual Offset**  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

Drop Number	<b>1</b>	<C/0+0+0>
Zone Number	<b>0</b>	<C/0+0+1>
Area Number	<b>1</b>	<C/0+0+2>
Area Address	<b>6</b>	<C/0+0+3>
QuicNet Channel	COM1:	(QuicNet)

Manual Plan		<C/0+A+1>
Manual Offset		<C/0+B+1>

Flash Start	<b>0</b>	<F/1+0+E>
Red Revert	<b>2.0</b>	<F/1+0+F>
All Red Start	<b>6.0</b>	<F/1+C+0>

Exclusive Walk	<b>0</b>	<F/1+0+0>
Exclusive FDW	<b>0</b>	<F/1+0+1>
All Red Clear	<b>0.0</b>	<F/1+0+2>

**Communication Addresses**

**Manual Selection**

**Start / Revert Times**

**Exclusive Ped Phase**

(Outputs specified in Assignable  
 Outputs at E/127+A+E & F)

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	9	0	9	0	9	0	9
1	Ped FDW	0	14	0	21	0	14	0	20
2	Min Green	4	6	0	6	4	6	0	6
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	1.2	0.0	0.0	0.0	1.2	0.0	0.0
5	Veh Extension	1.5	3.5	0.0	2.0	1.5	3.5	0.0	2.0
6	Max Gap	1.5	5.0	0.0	2.0	1.5	5.0	0.0	2.0
7	Min Gap	1.5	2.0	0.0	2.0	1.5	2.0	0.0	2.0
8	Max Limit	20	40	0	20	20	40	0	20
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	14	0	21	0	14	0	20
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
E	Yellow Change	3.2	5.0	3.0	3.2	3.2	5.0	0.0	3.2
F	Red Clear	0.5	1.0	0.0	1.0	0.5	1.0	0.0	1.0

**Phase Timing - Bank 1** <C+0+F=1>

	9	A	B	C	D
Phase 1	20	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	20	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	20	0	0	0	0.0

Max Initial  
 Alternate Walk  
 Alternate FDW  
 Alternate Initial  
 Alternate Extension

**Alternate Timing** <C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	1
EV-B Delay	0
EV-B Clear	1
EV-C Delay	0
EV-C Clear	1
EV-D Delay	0
EV-D Clear	1
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

**Preempt Timing**

	F	Row
Permit	12_456_8	0
Red Lock	_____	1
Yellow Lock	_____	2
Min Recall	__2__6__	3
Ped Recall	_____	4
View Set Peds	-----	5
Rest In Walk	_____	6
Red Rest	_____	7
Dual Entry	__4__8__	8
Max Recall	_____	9
Soft Recall	_____	A
Max 2	_____	B
Cond. Service	_____	C
Man Cntrl Calls	_____	D
Yellow Start	__1__5__	E
First Phases	__2__6__	F

**Phase Functions** <C+0+F=1>

Location: SR 60 WB @ RUBIDOUX BLVD.

Designed By:

System:

District: 08

Installed By: KT

Master At: RUBIDOUS E/B RAMP

I/C:

Service Info:

Timing Change:  
12/12/2017

Date Start:  
12/12/2017

Date End:

Designed:

Installed:  
4/2/2012

## Intersection Layout

	FLASH
1)	[ ]
P 2) RUBIDOUX BLVD. (N/B AND S/B)	[ R ]
H 3)	[ ]
A 4) SR-60 W/B OFF RAMP	[ R ]
S 5)	[ ]
E 6)	[ ]
7)	[ ]
8) 30 TH ST. (E/B)	[ R ]
O A)	[ ]
V B)	[ ]
E C)	[ ]
R D)	[ ]
L E)	[ ]
A F)	[ ]
P	[ ]

**Comments and Notes:**

Original Turn On: 3/3/1969 by \_\_\_  
 Phase 2+6 could not be elec. Split at time of 170 modification, 15" min. grn.  
 Modified on 5/4/1993 by \_\_\_  
 Revised timing on 7/17/1996 by KT.

**RAM Checksum**

Page 2: 7E51	Page 8: 85AF
Page 3: BD10	Page 9: D2FD
Page 4: F29E	Page 10: 673A
Page 5: 191A	Page 11: C3CB
Page 6: 191A	Page 12: EF20
Page 7: F675	Page 13: 86F7

**CONFIGURATION PHASE FLAGS**

Cabinet
332
Configuration
CALTRANS

Phases ( 2-1-1-1 )	
Permitted	. 2 . 4 . . . 8
Restricted	. . . . .

Phase Features ( 2-1-1-4 )	
Double Entry	. . . 4 . . . 8
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup ( 2-1-1-5 )	
First Green Phases	. . . 4 . . . .
Yellow Start Phases	. 2 . . . . .
Vehicle Calls	. 2 . 4 . . . 8
Pedestrian Calls	. 2 . 4 . . . .
Yellow Start Overlaps	. . . . .
Startup All-Red	5.0

Phase Recalls ( 2-1-1-2 )	
Vehicle Min	. 2 . . . . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks ( 2-1-1-3 )	
Red	. . . . .
Yellow	. . . 4 . . . .
Force/Max	. . . . .

Call To Phase ( 2-1-2-1 )		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors ( 2-1-2-2 )	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation ( 2-1-2-3 )	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive ( 2-1-2-4 )	
Protected Permissive	. . . . .

Pedestrian ( 2-1-3 )	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . 4 . . . .
P5	. . . . .
P6	. . . . . 6 . .
P7	. . . . .
P8	. . . . .

Overlap ( 2-1-4 )				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .



P  
H  
A  
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E

T  
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M  
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N  
G

Phase ( 2-2 )	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	0	0	7	0	0	0	0
Flash Don't Walk	0	0	0	24	0	0	0	0
Minimum Green	0	20	0	5	0	0	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	25	0	35	0	0	0	20
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	3.5	0.0	3.5	0.0	0.0	0.0	2.0
Maximum Gap	0.0	3.5	0.0	3.5	0.0	0.0	0.0	2.0
Minimum Gap	0.0	3.5	0.0	3.5	0.0	0.0	0.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.4	3.0	4.8	3.0	3.0	3.0	4.8
All-Red	0.0	1.0	0.0	1.0	0.0	0.0	0.0	1.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**OVERLAP TIMING**

Overlap ( 2-4 )	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

**Red Revert**

Red Revert ( 2-5 )	
Time	5.0
All-Red Sec/Min ( 2-6 )	
All-Red Sec/Min:	OFF

**Max 2 Extension**

Max/Gap Out ( 2-7 )	
Max Cnt	0
Gap Cnt	0

**Local Plan 1...9 (7-1) TIMING DATA**

**COORDINATION**

		[ Offsets ]			Green Factors or Press [F] to Select Force-Off										
		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

<b>Master Timer Sync ( 7-A )</b>	
<b>Enable in Plans</b>	
1-9	.....
11-19	.....
21-29	.....

<b>Master Sub Master</b>	
Input	
Output	

**FREE PLAN PHASE FLAGS**

<b>( 7-E ) Free</b>	
<b>Lag</b>	<b>Omit</b>
. 2 . 4 . 6 . 8	.....
<b>Veh Min</b>	<b>Veh Max</b>
. 2 ... 6 ..	.....
<b>Ped</b>	<b>Bike</b>
.....	.....
<b>Cond</b>	<b>Cond Grn</b>
.....	10

**Local Plan 1...9 (7-1) PHASE FLAGS**

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

**MANUAL COMMANDS**

<b>Manual Plan (4-1)</b>		<i>Plan: 1-9</i>
<b>Plan</b>	<b>OffSet</b>	<i>15 or 254 = Flash</i>
	A	<i>14 or 255 = Free</i>
		<i>Offset A, B, or C</i>

<b>Special Function Override (4-2)</b>			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

<b>Detector Reset</b>	(4-3)
<b>Local Manual (4-4)</b>	OFF

**Local Plan 11...19 (7-2) TIMING DATA**

**COORDINATION**

[ Offsets ]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

**Local Plan 11...19 (7-2) PHASE FLAGS**

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

**Local Plan 21...29 (7-3) TIMING DATA**

**COORDINATION**

[ Offsets ]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

**Local Plan 21...29 (7-3) PHASE FLAGS**

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

**DETECTORS**

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1.....	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1.....	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	.2.....	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	.2.....	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	.2.....	NO	I3U	5			10	4.5
6	CALL+EXTEND	.2.....	NO	I3L	6			10	6.2
7	CALL+EXTEND	.2.....	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	.2.....	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	..3.....	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	..3.....	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	...4....	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	...4....	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	...4....	NO	I7U	13			10	4.7
14	CALL+EXTEND	...4....	NO	I7L	14			10	6.4
15	CALL+EXTEND	...4....	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	...4....	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1.....	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	..3.....	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	.2.....	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	...4....	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	...5...	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	...5...	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	....6..	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	....6..	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	....6..	NO	J3U	25			10	4.6
26	CALL+EXTEND	....6..	NO	J3L	26			10	6.3
27	LIMITED	....6..	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	....6..	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	.....7.	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	.....7.	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	.....8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	.....8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	.....8	NO	J7U	33			10	4.8
34	CALL+EXTEND	.....8	NO	J7L	34			10	6.5
35	LIMITED	.....8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	.....8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	...5...	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	.....7.	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	.....6..	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	.....8	NO	J10L	40			10	4.4
41	PEDESTRIAN	.2.....	NO	I12U	41			10	5.1
42	PEDESTRIAN	...4....	NO	I12L	42			10	5.3
43	PEDESTRIAN	....6..	NO	I13U	43			10	5.2
44	PEDESTRIAN	.....8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	.....
Detectors 9-16	.....
Detectors 17-24	.....
Detectors 25-32	.....
Detectors 33-40	.....
Detectors 41-44	.....

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	.....

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

**Input File Port-Bit Assignments**

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

### TOD SCHEDULE

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

### WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

**HOLIDAY TABLES**

Floating Holiday Table (8-2-8)				
#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)				
#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)	
North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)	
Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)	
Enabled	YES

**TOD FUNCTIONS**

TOD Functions (8-3)					
#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

- Action Codes:
- 0. None
  - 1. Permitted
  - 2. Restricted
  - 4. Veh Min Recall
  - 5. Veh Max Recall
  - 6. Ped Recall
  - 7. Bike Recall
  - 8. Red Lock
  - 9. Yellow Lock
  - 10. Force/Max Lock
  - 11. Double Entry
  - 12. Y-Coord C
  - 13. Y-Coord D
  - 14. Free
  - 15. Flashing
  - 16. Walk 2
  - 17. Max Green 2

- 18. Max Green 3
- 19. Rest in Walk
- 20. Rest in Red
- 21. Free Lag Phases
- 22. Special Functions
- 23. Truck Preempt
- 24. Conditional Service
- 25. Conditional Service
- 26. Leading Ped
- 27. Traffic Actuated Max 2
- 41. Protected Permissive
- 42. Protected Permissive

Action Code = Phases added to normal setting  
 100+Action Code = Phases removed  
 200+Action Code = Phases replaced

**COMMUNICATIONS**

C2 (6-1-1)	
Address	2
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

**Access Levels:**

- 0-Full Access
- 1-Status Only
- 2-Status, Set Pattern, Time
- 3-Status, Set Pattern, Time, Manual Plan
- 4-Reserved
- 5-Full Access with No Set Pattern
- 6-Full Access with No Set Time
- 7-Full Access with No Set Pattern, Manual Plan
- 8-Full Access with No Set Time, Pattern, Manual Plan

**SOFT LOGIC**

Soft Logic ( 6-2 )							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

**CALLBACK NUMBERS**

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

**NETWORK**

Network (6-4)	
Address	2
Protocol	AB3418
Port	27002
Type	STATIC
Central Access	6
Field Access	0

IP Address	192	.	168	.	0	.	102
Netmask	255	.	255	.	255	.	0
Broadcast	0	.	0	.	0	.	255
Gateway	192	.	168	.	0	.	1

\*Refer to User's Manual for Data and OP Codes



**RAILROAD PREEMPTION**

<b>RR 1</b>	( 3-1-1 )	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. 2 . . 5 . . .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		.....	.....	1 2 3 4 5 6 7 8	.....	.....	.....	.....	.....	A B C D E F
	Exit		Exit Parameters (3-1-5)				Configuration (3-1-6)				
Min Grn		Phase Green	Overlap Green	Vehicle Call	Ped Call	Primary Port	Secondary Port	Latching	Power-Up		
Ped Clr		.....	.....	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8	2.5	0.0	YES	FLASHING		

<b>RR 2</b>	( 3-2-1 )	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. . . 4 . . 7 .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		1 2 3 . . 6 . .	.....	.....	. 2 . . . 6 . .	.....	. . . 4 . . . 8	.....	.....	.....
	Exit		Exit Parameters (3-2-5)				Configuration (3-2-6)				
Min Grn		Phase Green	Overlap Green	Vehicle Call	Ped Call	Primary Port	Secondary Port	Latching	Power-up		
Ped Clr		.....	.....	. . . 4 . . 7 .	.....	2.6	0.0	YES	DARK		

**EMERGENCY VEHICLE PREEMPTION**

<b>EVA (3-A)</b>	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. 2 . . 5 . . .	.....
	Port	Latching	Phase Termination		
	5.5	NO	ADVANCE		

<b>EVB (3-B)</b>	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. . . 4 . . 7 .	.....
	Port	Latching	Phase Termination		
	5.6	NO	ADVANCE		

<b>EVC (3-C)</b>	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	1 . . . . 6 . .	.....
	Port	Latching	Phase Termination		
	5.7	NO	ADVANCE		

<b>EVD (3-D)</b>	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. . 3 . . . . 8	.....
	Port	Latching	Phase Termination		
	5.8	NO	ADVANCE		

### INPUTS

7 Wire I/C ( 2-1-5-1 )					
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control ( 2-1-5-2 )	
Input	Port
Manual Advance	6.6
Advance Enable	6.6

Cabinet Status ( 2-1-5-3 )	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup ( 2-1-5-5 )	
Port	Operation
2.7	FLASHING

Y-Coordination ( 2-1-5-6 )	
Port C	Port D
6.1	2.8

### OUTPUTS

Loadswitch Assignments ( 2-1-6 )								+
A	1	2	22	3	4	24	9	
B	5	6	26	7	8	28	10	
X	13	14	0	11	12	0	0	

- Loadswitch Codes:
- 0 Unused (no output)
  - 1-8 Vehicle 1-8
  - 9-14 Overlap A-F
  - 21-28 Ped 1-8
  - 41-47 Special Functions
  - 41 Protected Permissive Flashing Phase 1
  - 43 Protected Permissive Flashing Phase 3
  - 45 Protected Permissive Flashing Phase 5
  - 47 Protected Permissive Flashing Phase 7

- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

**TRANSIT PRIORITY**

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
-----												
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)		Indicator Output			
Enable in Plans	Input	Type	Stop	Go	
Plan 1-9	.....	0.0	OPT	0	0
Plan 11-19	.....	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	.....
	.....

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	.....

Access Utilities (9-5)	
Password	***
Timeout	30

**YELLOW YIELD COORDINATION**

Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	Force-Offs								Coord	Lag	Min Recall	Restricted
					-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-				
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....

**TRUCK PRIORITY**

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					.....	0.0	0.0	0.0	0	0.0	0

Location: SR 60 EB @ RUBIDOUX BLVD.

Designed By:

System:

District: 08

Installed By: KT

Master At: THIS LOCATION

I/C:

Service Info:

Timing Change:  
12/12/2017

Date Start:  
12/12/2017

Date End:

Designed:

Installed:  
4/2/2012

## Intersection Layout

**FLASH**

- 1) LEFT TURN TO 30 TH ST.- E/B ON RA [ R ]
- P 2) RUBIDOUX BLVD. N/B [ R ]
- H 3) 30 TH ST. W/B [ R ]
- A 4) SR-60 E/B OFF RAMP [ R ]
- S 5) [ ]
- E 6) RUBIDOUX BLVD. S/B [ R ]
- 7) [ ]
- 8) [ ]
  
- O A) [ ]
- V B) [ ]
- E C) [ ]
- R D) [ ]
- L E) [ ]
- A F) [ ]
- P

**Comments and Notes:**

Original Turn On: 12/22/1994 by SP.  
Modified on 12/22/1994 by ZH.

**RAM Checksum**

Page 2: DE5F	Page 8: 85AF
Page 3: D461	Page 9: D2FD
Page 4: F29E	Page 10: 7C44
Page 5: 191A	Page 11: C3CB
Page 6: 191A	Page 12: EF20
Page 7: 8A70	Page 13: 86F7

**CONFIGURATION PHASE FLAGS**

Cabinet
332
Configuration
CALTRANS

Phases ( 2-1-1-1 )	
Permitted	1 2 3 4 . 6 ..
Restricted	.....

Phase Features ( 2-1-1-4 )	
Double Entry	.....
Rest In Walk	.....
Rest In Red	.....
Walk 2	.....
Max Green 2	.....
Max Green 3	.....

Startup ( 2-1-1-5 )	
First Green Phases	... 4 ....
Yellow Start Phases	. 2 ... 6 ..
Vehicle Calls	1 2 3 4 . 6 ..
Pedestrian Calls	. 2 . 4 . 6 ..
Yellow Start Overlaps	.....
Startup All-Red	5.0

Phase Recalls ( 2-1-1-2 )	
Vehicle Min	. 2 ... 6 ..
Vehicle Max	.....
Pedestrian	.....
Bicycle	.....

Phase Locks ( 2-1-1-3 )	
Red	.....
Yellow	1 .....
Force/Max	.....

Call To Phase ( 2-1-2-1 )		Omit On Green	
1	.....	1	.....
2	.....	2	.....
3	.....	3	.....
4	.....	4	.....
5	.....	5	.....
6	.....	6	.....
7	.....	7	.....
8	.....	8	.....

Flashing Colors ( 2-1-2-2 )	
Yellow Flash Phases	.....
Yellow Flash Overlap	.....
Flash In Red Phases	.....
Flash In Red Overlap	.....

Special Operation ( 2-1-2-3 )	
Single Exit Phase	.....
Driveway Signal Phases	.....
Driveway Signal Overlaps	.....
Leading Ped Phases	.....

Protected Permissive ( 2-1-2-4 )	
Protected Permissive	.....

Pedestrian ( 2-1-3 )	
P1	.....
P2	. 2 .....
P3	.....
P4	... 4 ....
P5	.....
P6	..... 6 ..
P7	.....
P8	.....

Overlap ( 2-1-4 )				
Overlap	Parent	Omit	No Start	Not
A	.....	.....	.....	.....
B	.....	.....	.....	.....
C	.....	.....	.....	.....
D	.....	.....	.....	.....
E	.....	.....	.....	.....
F	.....	.....	.....	.....

**P  
H  
A  
S  
E**

**T  
I  
M  
I  
N  
G**

Phase ( 2-2 )	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	7	0	7	0	0
Flash Don't Walk	0	33	0	28	0	18	0	0
Minimum Green	5	5	5	5	0	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	30	35	20	35	0	35	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	2.0	2.0	3.0	0.0	2.0	0.0	0.0
Maximum Gap	2.0	2.0	2.0	3.0	0.0	2.0	0.0	0.0
Minimum Gap	2.0	2.0	2.0	3.0	0.0	2.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.1	4.4	4.4	4.8	3.0	4.4	3.0	3.0
All-Red	1.0	1.0	1.0	1.0	0.0	1.0	0.0	0.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	7	0	7	0	7	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**OVERLAP TIMING**

Overlap ( 2-4 )	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

**Red Revert**

Red Revert ( 2-5 )	
Time	5.0
All-Red Sec/Min ( 2-6 )	
All-Red Sec/Min:	OFF

**Max 2 Extension**

Max/Gap Out ( 2-7 )	
Max Cnt	0
Gap Cnt	0

**Local Plan 1...9 (7-1) TIMING DATA**

**COORDINATION**

[ Offsets ] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor			.....											
Plan 2	Green Factor			.....											
Plan 3	Green Factor			.....											
Plan 4	Green Factor			.....											
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

<b>Master Timer Sync ( 7-A )</b>	
<b>Enable in Plans</b>	
1-9	.....
11-19	.....
21-29	.....

<b>Master Sub Master</b>	
Input	
Output	

**FREE PLAN PHASE FLAGS**

<b>( 7-E ) Free</b>	
<b>Lag</b>	<b>Omit</b>
. 2 . 4 . 6 . 8	.....
<b>Veh Min</b>	<b>Veh Max</b>
. 2 ... 6 ..	.....
<b>Ped</b>	<b>Bike</b>
.....	.....
<b>Cond</b>	<b>Cond Grn</b>
.....	10

**Local Plan 1...9 (7-1) PHASE FLAGS**

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	.....	.....	.....	.....	.....	.....	.....	.....
Plan 2	.....	.....	.....	.....	.....	.....	.....	.....
Plan 3	.....	.....	.....	.....	.....	.....	.....	.....
Plan 4	.....	.....	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

**MANUAL COMMANDS**

<b>Manual Plan (4-1)</b>		<i>Plan: 1-9</i>
<b>Plan</b>	<b>OffSet</b>	<i>15 or 254 = Flash</i>
	A	<i>14 or 255 = Free</i>
		<i>Offset A, B, or C</i>

<b>Special Function Override (4-2)</b>			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

<b>Detector Reset</b>	(4-3)
<b>Local Manual (4-4)</b>	OFF

**Local Plan 11...19 (7-2) TIMING DATA**

**COORDINATION**

[ Offsets ]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

**Local Plan 11...19 (7-2) PHASE FLAGS**

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....



**Local Plan 21...29 (7-3) TIMING DATA**

**COORDINATION**

[ Offsets ]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

**Local Plan 21...29 (7-3) PHASE FLAGS**

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

**DETECTORS**

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1.....	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1.....	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	.2.....	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	.2.....	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	.2.....	NO	I3U	5			10	4.5
6	CALL+EXTEND	.2.....	NO	I3L	6			10	6.2
7	CALL+EXTEND	.2.....	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	.2.....	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	..3.....	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	..3.....	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	...4....	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	...4....	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	...4....	NO	I7U	13			10	4.7
14	CALL+EXTEND	...4....	NO	I7L	14			10	6.4
15	CALL+EXTEND	...4....	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	...4....	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1.....	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	..3.....	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	.2.....	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	...4....	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	..3.....	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	..3.....	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	....6..	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	....6..	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	....6..	NO	J3U	25			10	4.6
26	CALL+EXTEND	....6..	NO	J3L	26			10	6.3
27	CALL+EXTEND	....6..	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	....6..	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	.....7.	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	.....7.	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	.....8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	.....8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	.....8	NO	J7U	33			10	4.8
34	CALL+EXTEND	.....8	NO	J7L	34			10	6.5
35	LIMITED	.....8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	.....8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	....5..	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	.....7.	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	....6..	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	.....8	NO	J10L	40			10	4.4
41	PEDESTRIAN	.2.....	NO	I12U	41			10	5.1
42	PEDESTRIAN	...4....	NO	I12L	42			10	5.3
43	PEDESTRIAN	....6..	NO	I13U	43			10	5.2
44	PEDESTRIAN	.....8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	.....
Detectors 9-16	.....
Detectors 17-24	.....
Detectors 25-32	.....
Detectors 33-40	.....
Detectors 41-44	.....

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	.....

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

**Input File Port-Bit Assignments**

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

### TOD SCHEDULE

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

### WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

**HOLIDAY TABLES**

Floating Holiday Table (8-2-8)				
#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)				
#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)	
North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)	
Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)	
Enabled	YES

**TOD FUNCTIONS**

TOD Functions (8-3)					
#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

- Action Codes:
- 0. None
  - 1. Permitted
  - 2. Restricted
  - 4. Veh Min Recall
  - 5. Veh Max Recall
  - 6. Ped Recall
  - 7. Bike Recall
  - 8. Red Lock
  - 9. Yellow Lock
  - 10. Force/Max Lock
  - 11. Double Entry
  - 12. Y-Coord C
  - 13. Y-Coord D
  - 14. Free
  - 15. Flashing
  - 16. Walk 2
  - 17. Max Green 2

- 18. Max Green 3
- 19. Rest in Walk
- 20. Rest in Red
- 21. Free Lag Phases
- 22. Special Functions
- 23. Truck Preempt
- 24. Conditional Service
- 25. Conditional Service
- 26. Leading Ped
- 27. Traffic Actuated Max 2
- 41. Protected Permissive
- 42. Protected Permissive

Action Code = Phases added to normal setting  
 100+Action Code = Phases removed  
 200+Action Code = Phases replaced

**COMMUNICATIONS**

C2 (6-1-1)	
Address	1
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

**Access Levels:**

- 0-Full Access
- 1-Status Only
- 2-Status, Set Pattern, Time
- 3-Status, Set Pattern, Time, Manual Plan
- 4-Reserved
- 5-Full Access with No Set Pattern
- 6-Full Access with No Set Time
- 7-Full Access with No Set Pattern, Manual Plan
- 8-Full Access with No Set Time, Pattern, Manual Plan

**SOFT LOGIC**

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

**CALLBACK NUMBERS**

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

**NETWORK**

Network (6-4)	
Address	1
Protocol	AB3418
Port	27001
Type	STATIC
Central Access	6
Field Access	0

IP Address	192	.	168	.	0	.	101
Netmask	255	.	255	.	255	.	0
Broadcast	0	.	0	.	0	.	255
Gateway	192	.	168	.	0	.	1

\*Refer to User's Manual for Data and OP Codes

**RAILROAD PREEMPTION**

<b>RR 1</b>	( 3-1-1 )	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. 2 . . 5 . . .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		.....	.....	1 2 3 4 5 6 7 8	.....	.....	.....	.....	.....	A B C D E F
	Exit		<b>Exit Parameters (3-1-5)</b>				<b>Configuration (3-1-6)</b>				
Min Grn		Phase Green	Overlap Green	Vehicle Call	Ped Call	Primary Port	Secondary Port	Latching	Power-Up		
Ped Clr		.....	.....	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8	2.5	0.0	YES	FLASHING		

<b>RR 2</b>	( 3-2-1 )	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. . . 4 . . 7 .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		1 2 3 . . 6 . .	.....	.....	. 2 . . . 6 . .	.....	. . . 4 . . . 8	.....	.....	.....
	Exit		<b>Exit Parameters (3-2-5)</b>				<b>Configuration (3-2-6)</b>				
Min Grn		Phase Green	Overlap Green	Vehicle Call	Ped Call	Primary Port	Secondary Port	Latching	Power-up		
Ped Clr		.....	.....	. . . 4 . . 7 .	.....	2.6	0.0	YES	DARK		

**EMERGENCY VEHICLE PREEMPTION**

<b>EVA (3-A)</b>	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. 2 . . 5 . . .	.....
	Port	Latching	Phase Termination		
	5.5	NO	ADVANCE		

<b>EVB (3-B)</b>	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. . . 4 . . 7 .	.....
	Port	Latching	Phase Termination		
	5.6	NO	ADVANCE		

<b>EVC (3-C)</b>	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	1 . . . . 6 . .	.....
	Port	Latching	Phase Termination		
	5.7	NO	ADVANCE		

<b>EVD (3-D)</b>	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. . 3 . . . . 8	.....
	Port	Latching	Phase Termination		
	5.8	NO	ADVANCE		

### INPUTS

7 Wire I/C ( 2-1-5-1 )					
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control ( 2-1-5-2 )	
Input	Port
Manual Advance	6.6
Advance Enable	6.6

Cabinet Status ( 2-1-5-3 )	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Battery Backup ( 2-1-5-5 )	
Port	Operation
2.7	FLASHING

Y-Coordination ( 2-1-5-6 )	
Port C	Port D
6.1	2.8

### OUTPUTS

Loadswitch Assignments ( 2-1-6 )								+
A	1	2	22	3	4	24	9	
B	5	6	26	7	8	28	10	
X	13	14	0	11	12	0	0	

- Loadswitch Codes:
- 0 Unused (no output)
  - 1-8 Vehicle 1-8
  - 9-14 Overlap A-F
  - 21-28 Ped 1-8
  - 41-47 Special Functions
  - 41 Protected Permissive Flashing Phase 1
  - 43 Protected Permissive Flashing Phase 3
  - 45 Protected Permissive Flashing Phase 5
  - 47 Protected Permissive Flashing Phase 7

- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

**TRANSIT PRIORITY**

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)		Indicator Output			
Enable in Plans	Input	Type	Stop	Go	
Plan 1-9	.....	0.0	OPT	0	0
Plan 11-19	.....	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	.....
	.....

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	.....

Access Utilities (9-5)	
Password	***
Timeout	30

**YELLOW YIELD COORDINATION**

Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	Force-Offs								Coord	Lag	Min Recall	Restricted
					-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-				
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....

**TRUCK PRIORITY**

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					.....	0.0	0.0	0.0	0	0.0	0



Group Assignment: **NONE**  
 Field Master Assignment: **NONE**  
 System Reference Number: **NONE**

N/S Street Name: **Market**  
 E/W Street Name: **Via Cerro/24th**

Last Database Change: **5/17/2017 14:03**

Change Record					
Change	By	Date	Change	By	Date

Notes: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Manual Plan**  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

**Manual Offset**  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

Drop Number	0	<C/0+0+0>
Zone Number	0	<C/0+0+1>
Area Number	0	<C/0+0+2>
Area Address	0	<C/0+0+3>
QuicNet Channel	COM1:	(QuicNet)

Manual Plan	14	<C/0+A+1>
Manual Offset		<C/0+B+1>

Flash Start	0	<F/1+0+E>
Red Revert	2.0	<F/1+0+F>
All Red Start	6.0	<F/1+C+0>

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

**Communication Addresses**

**Manual Selection**

**Start / Revert Times**

**Exclusive Ped Phase**

(Outputs specified in Assignable  
 Outputs at E/127+A+E & F)

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	10	0	0
1	Ped FDW	0	18	0	14	0	23	0	0
2	Min Green	5	10	8	8	5	10	0	0
3	Type 3 Disconnect	0	0	0	0	0	0	0	0
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	4.8	4.7	4.7	2.0	4.8	0.0	0.0
6	Max Gap	2.0	7.5	6.2	6.2	2.0	7.5	0.0	0.0
7	Min Gap	2.0	4.0	3.0	3.0	2.0	4.0	0.0	0.0
8	Max Limit	15	45	40	40	20	45	0	0
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	18	0	14	0	23	0	0
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	3.0	5.5	4.0	3.7	3.0	5.5	0.0	0.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0

**Phase Timing - Bank 1** <C+0+F=1>

	9	A	B	C	D
Phase 1	0	0	0	0	0.0
Phase 2	20	0	0	0	0.0
Phase 3	20	0	0	0	0.0
Phase 4	20	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	20	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	0	0	0	0	0.0

Max Initial  
 Alternate Walk  
 Alternate FDW  
 Alternate Initial  
 Alternate Extension

**Alternate Timing** <C+0+F=1>

	E
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	1
EV-B Delay	0
EV-B Clear	1
EV-C Delay	0
EV-C Clear	1
EV-D Delay	0
EV-D Clear	1
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

**Preempt Timing**

	F	Row
Permit	123456	0
Red Lock	_____	1
Yellow Lock	_____	2
Min Recall	2_6	3
Ped Recall	_____	4
View Set Peds	-----	5
Rest In Walk	_____	6
Red Rest	_____	7
Dual Entry	_____	8
Max Recall	_____	9
Soft Recall	_____	A
Max 2	_____	B
Cond. Service	_____	C
Man Cntrl Calls	_____	D
Yellow Start	_____	E
First Phases	2_6	F

**Phase Functions** <C+0+F=1>

Location: 08-RIV-060-011.255-W/B MARKET STREET

Designed By:

System: 60 MARKET

District:

Installed By:

Master At: THIS LOCATION

I/C:

Service Info:

Timing Change:

Date Start:

Date End:

Designed:

Installed:

## Intersection Layout

	FLASH
1)	[ ]
P 2) N/B MARKET STREET	[ ]
H 3)	[ ]
A 4)	[ ]
S 5) N/B L/T	[ ]
E 6) S/B MARKET STREET	[ ]
7)	[ ]
8) W/B OFFRAMP	[ ]
O A)	[ ]
V B)	[ ]
E C)	[ ]
R D)	[ ]
L E)	[ ]
A F)	[ ]
P	[ ]

**Comments and Notes:**

LOC # 1  
 WIRELESS MODEM I.P. ADDRESS # 166.164.68.115  
 TEL # : M9094537529

**RAM Checksum**

Page 2: DF83	Page 8: A0CA
Page 3: 0F13	Page 9: D2FD
Page 4: 2776	Page 10: D7C1
Page 5: 191A	Page 11: C3CB
Page 6: 191A	Page 12: 2FBE
Page 7: 7825	Page 13: 86F7

### CONFIGURATION PHASE FLAGS

Cabinet
332
Configuration
CALTRANS

Phases ( 2-1-1-1 )	
Permitted	. 2 . . 5 6 . 8
Restricted	.....

Phase Features ( 2-1-1-4 )	
Double Entry	.....
Rest In Walk	.....
Rest In Red	.....
Walk 2	.....
Max Green 2	.....
Max Green 3	.....

Startup ( 2-1-1-5 )	
First Green Phases	..... 8
Yellow Start Phases	. 2 . . . 6 . .
Vehicle Calls	.....
Pedestrian Calls	.....
Yellow Start Overlaps	.....
Startup All-Red	5.0

Phase Recalls ( 2-1-1-2 )	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	.....
Pedestrian	.....
Bicycle	.....

Phase Locks ( 2-1-1-3 )	
Red	.....
Yellow	.....
Force/Max	.....

Call To Phase ( 2-1-2-1 )		Omit On Green	
1	.....	1	.....
2	.....	2	.....
3	.....	3	.....
4	.....	4	.....
5	.....	5	.....
6	.....	6	.....
7	.....	7	.....
8	.....	8	.....

Flashing Colors ( 2-1-2-2 )	
Yellow Flash Phases	.....
Yellow Flash Overlap	.....
Flash In Red Phases	.....
Flash In Red Overlap	.....

Special Operation ( 2-1-2-3 )	
Single Exit Phase	.....
Driveway Signal Phases	.....
Driveway Signal Overlaps	.....
Leading Ped Phases	.....

Protected Permissive ( 2-1-2-4 )	
Protected Permissive	.....

Pedestrian ( 2-1-3 )	
P1	.....
P2	. 2 . . . . .
P3	.....
P4	.....
P5	.....
P6	.....
P7	.....
P8	.....

Overlap ( 2-1-4 )				
Overlap	Parent	Omit	No Start	Not
A	.....	.....	.....	.....
B	.....	.....	.....	.....
C	.....	.....	.....	.....
D	.....	.....	.....	.....
E	.....	.....	.....	.....
F	.....	.....	.....	.....

PHASE TIMING

Phase ( 2-2 )	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	0	0	0
Flash Don't Walk	0	12	0	0	0	0	0	0
Minimum Green	0	5	0	0	5	5	0	5
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	50	0	0	37	50	0	33
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0
Maximum Gap	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0
Minimum Gap	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.5	3.0	3.0	4.0	4.5	3.0	4.0
All-Red	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap ( 2-4 )	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert ( 2-5 )	
Time	5.0
All-Red Sec/Min ( 2-6 )	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out ( 2-7 )	
Max Cnt	0
Gap Cnt	0

**Local Plan 1...9 (7-1) TIMING DATA**

**COORDINATION**

		[ Offsets ]			Green Factors or Press [F] to Select Force-Off										
		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	90		.....	34				46			19	22		33
Plan 2	Green Factor	80		.....	33				44			19	20		25
Plan 3	Green Factor	110		.....	47				74			37	32		25
Plan 4	Green Factor	95		.....	31				61			35	21		23
Plan 5	Green Factor			.....											
Plan 6	Green Factor			.....											
Plan 7	Green Factor			.....											
Plan 8	Green Factor			.....											
Plan 9	Green Factor			.....											

Master Timer Sync ( 7-A )	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS	
( 7-E ) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 ... 6 ..	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

**Local Plan 1...9 (7-1) PHASE FLAGS**

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	.....	.....	.....
Plan 2	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	.....	.....	.....
Plan 3	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	.....	.....	.....
Plan 4	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	.....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS	
Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9  
15 or 254 = Flash  
14 or 255 = Free  
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

**Local Plan 11...19 (7-2) TIMING DATA**

**COORDINATION**

[ Offsets ]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

**Local Plan 11...19 (7-2) PHASE FLAGS**

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

**Local Plan 21...29 (7-3) TIMING DATA**

**COORDINATION**

[ Offsets ]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

**Local Plan 21...29 (7-3) PHASE FLAGS**

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

**DETECTORS**

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1.....	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1.....	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	.2.....	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	.2.....	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	.2.....	NO	I3U	5			10	4.5
6	CALL+EXTEND	.2.....	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	.2.....	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	.2.....	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	..3.....	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	..3.....	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	...4....	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	...4....	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	...4....	NO	I7U	13			10	4.7
14	CALL+EXTEND	...4....	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	...4....	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	...4....	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1.....	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	..3.....	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	.2.....	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	...4....	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	...5...	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	...5...	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	....6..	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	....6..	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	....6..	NO	J3U	25			10	4.6
26	CALL+EXTEND	....6..	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	....6..	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	....6..	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	.....7.	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	.....7.	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	.....8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	.....8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	.....8	NO	J7U	33			10	4.8
34	CALL+EXTEND	.....8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	.....8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	.....8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	...5...	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	...7...	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	....6..	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	.....8	NO	J10L	40			10	4.4
41	PEDESTRIAN	.2.....	NO	I12U	41			10	5.1
42	PEDESTRIAN	...4....	NO	I12L	42			10	5.3
43	PEDESTRIAN	....6..	NO	I13U	43			10	5.2
44	PEDESTRIAN	.....8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	.....
Detectors 9-16	.....
Detectors 17-24	.....
Detectors 25-32	.....
Detectors 33-40	.....
Detectors 41-44	.....

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	.....

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

**Input File Port-Bit Assignments**

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6



**TOD SCHEDULE**

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
0630	1	A	1000	2	A			A			A			A			A
1000	2	A	1745	255	A			A			A			A			A
1500	3	A			A			A			A			A			A
1645	4	A			A			A			A			A			A
1745	255	A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

**WEEKDAY ASSIGNMENT**

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

**HOLIDAY TABLES**

Floating Holiday Table (8-2-8)				
#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)				
#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)	
North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)	
Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)	
Enabled	YES

**TOD FUNCTIONS**

TOD Functions (8-3)					
#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

- Action Codes:
- 0. None
  - 1. Permitted
  - 2. Restricted
  - 4. Veh Min Recall
  - 5. Veh Max Recall
  - 6. Ped Recall
  - 7. Bike Recall
  - 8. Red Lock
  - 9. Yellow Lock
  - 10. Force/Max Lock
  - 11. Double Entry
  - 12. Y-Coord C
  - 13. Y-Coord D
  - 14. Free
  - 15. Flashing
  - 16. Walk 2
  - 17. Max Green 2

- 18. Max Green 3
- 19. Rest in Walk
- 20. Rest in Red
- 21. Free Lag Phases
- 22. Special Functions
- 23. Truck Preempt
- 24. Conditional Service
- 25. Conditional Service
- 26. Leading Ped
- 27. Traffic Actuated Max 2
- 41. Protected Permissive
- 42. Protected Permissive

Action Code = Phases added to normal setting  
 100+Action Code = Phases removed  
 200+Action Code = Phases replaced

**COMMUNICATIONS**

C2 (6-1-1)	
Address	1
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

**Access Levels:**

- 0-Full Access
- 1-Status Only
- 2-Status, Set Pattern, Time
- 3-Status, Set Pattern, Time, Manual Plan
- 4-Reserved
- 5-Full Access with No Set Pattern
- 6-Full Access with No Set Time
- 7-Full Access with No Set Pattern, Manual Plan
- 8-Full Access with No Set Time, Pattern, Manual Plan

**SOFT LOGIC**

Soft Logic ( 6-2 )							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

**CALLBACK NUMBERS**

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

**NETWORK**

Network (6-4)	
Address	
Protocol	AB3418
Port	27000
Type	STATIC
Central Access	6
Field Access	0

IP Address	0	.	0	.	0	.	0
Netmask	255	.	255	.	255	.	0
Broadcast	0	.	0	.	0	.	255
Gateway	0	.	0	.	0	.	254

\*Refer to User's Manual for Data and OP Codes

**RAILROAD PREEMPTION**

<b>RR 1</b>	( 3-1-1 )	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. 2 . . 5 . . .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		.....	.....	1 2 3 4 5 6 7 8	.....	.....	.....	.....	.....	A B C D E F
	Exit		Exit Parameters (3-1-5)				Configuration (3-1-6)				
Min Grn		Phase Green	Overlap Green	Vehicle Call	Ped Call	Primary Port	Secondary Port	Latching	Power-Up		
Ped Clr		.....	.....	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8	2.5	0.0	YES	FLASHING		

<b>RR 2</b>	( 3-2-1 )	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. . . 4 . . 7 .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		1 2 3 . . 6 . .	.....	.....	. 2 . . . 6 . .	.....	. . . 4 . . . 8	.....	.....	.....
	Exit		Exit Parameters (3-2-5)				Configuration (3-2-6)				
Min Grn		Phase Green	Overlap Green	Vehicle Call	Ped Call	Primary Port	Secondary Port	Latching	Power-up		
Ped Clr		.....	.....	. . . 4 . . 7 .	.....	2.6	0.0	YES	DARK		

**EMERGENCY VEHICLE PREEMPTION**

<b>EVA (3-A)</b>	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. 2 . . 5 . . .	.....
	Port	Latching	Phase Termination		
	5.5	NO	ADVANCE		

<b>EVB (3-B)</b>	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. . . 4 . . 7 .	.....
	Port	Latching	Phase Termination		
	5.6	NO	ADVANCE		

<b>EVC (3-C)</b>	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	1 . . . . 6 . .	.....
	Port	Latching	Phase Termination		
	5.7	NO	ADVANCE		

<b>EVD (3-D)</b>	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. . 3 . . . . 8	.....
	Port	Latching	Phase Termination		
	5.8	NO	ADVANCE		

### INPUTS

7 Wire I/C ( 2-1-5-1 )					
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control ( 2-1-5-2 )	
Input	Port
Manual Advance	
Advance Enable	

Enable	NO
Max ON	
Max OFF	

Battery Backup ( 2-1-5-5 )	
Port	Operation
2.7	NORMAL

Cabinet Status ( 2-1-5-3 )	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Y-Coordination ( 2-1-5-6 )	
Port C	Port D
6.1	2.8

### OUTPUTS

Loadswitch Assignments ( 2-1-6 )								+
A	1	2	22	3	4	24	9	
B	5	6	26	7	8	28	10	
X	13	14	0	11	12	0	0	

- Loadswitch Codes:
- 0 Unused (no output)
  - 1-8 Vehicle 1-8
  - 9-14 Overlap A-F
  - 21-28 Ped 1-8
  - 41-47 Special Functions
  - 41 Protected Permissive Flashing Phase 1
  - 43 Protected Permissive Flashing Phase 3
  - 45 Protected Permissive Flashing Phase 5
  - 47 Protected Permissive Flashing Phase 7

- 51-57 Special Functions
- 71-72 Seven Wire I/C

+ middle output of loadswitches 3 and 6 Channel 9 and 10

**TRANSIT PRIORITY**

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
-----												
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)		Indicator Output			
Enable in Plans	Input	Type	Stop	Go	
Plan 1-9	.....	0.0	OPT	0	0
Plan 11-19	.....	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	.....
	.....

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	.....

Access Utilities (9-5)	
Password	***
Timeout	30

**YELLOW YIELD COORDINATION**

Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	Force-Offs								Coord	Lag	Min Recall	Restricted
					-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-				
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....

**TRUCK PRIORITY**

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					.....	0.0	0.0	0.0	0	0.0	0

Location: 08-RIV-060-010.863-E/B MARKET STREET

Designed By:

System: 60 MARKET

District:

Installed By:

Master At: W/B RAMP

I/C:

Service Info:

Timing Change:

Date Start:

Date End:

Designed:

Installed:

## Intersection Layout

**FLASH**

- |                        |     |
|------------------------|-----|
| 1) S/B L/T             | [ ] |
| P 2) N/B MARKET STREET | [ ] |
| H 3)                   | [ ] |
| A 4) E/B OFFRAMP       | [ ] |
| S 5)                   | [ ] |
| E 6) S/B MARKET STREET | [ ] |
| 7)                     | [ ] |
| 8)                     | [ ] |
|                        |     |
| O A)                   | [ ] |
| V B)                   | [ ] |
| E C)                   | [ ] |
| R D)                   | [ ] |
| L E)                   | [ ] |
| A F)                   | [ ] |
| P                      | [ ] |

**Comments and Notes:**

LOC # 2

**RAM Checksum**

Page 2: 5D20	Page 8: A0CA
Page 3: 8C15	Page 9: D2FD
Page 4: 98C4	Page 10: 3DC3
Page 5: 191A	Page 11: C3CB
Page 6: 191A	Page 12: 2FBE
Page 7: 7825	Page 13: 86F7

**CONFIGURATION PHASE FLAGS**

Cabinet
332
Configuration
CALTRANS

Phases ( 2-1-1-1 )	
Permitted	1 2 . 4 . 6 . .
Restricted	. . . . .

Phase Features ( 2-1-1-4 )	
Double Entry	. . . . .
Rest In Walk	. . . . .
Rest In Red	. . . . .
Walk 2	. . . . .
Max Green 2	. . . . .
Max Green 3	. . . . .

Startup ( 2-1-1-5 )	
First Green Phases	. . . 4 . . . .
Yellow Start Phases	. 2 . . . 6 . .
Vehicle Calls	. . . . .
Pedestrian Calls	. . . . .
Yellow Start Overlaps	. . . . .
Startup All-Red	5.0

Phase Recalls ( 2-1-1-2 )	
Vehicle Min	. 2 . . . 6 . .
Vehicle Max	. . . . .
Pedestrian	. . . . .
Bicycle	. . . . .

Phase Locks ( 2-1-1-3 )	
Red	. . . . .
Yellow	. . . . .
Force/Max	. . . . .

Call To Phase ( 2-1-2-1 )		Omit On Green	
1	. . . . .	1	. . . . .
2	. . . . .	2	. . . . .
3	. . . . .	3	. . . . .
4	. . . . .	4	. . . . .
5	. . . . .	5	. . . . .
6	. . . . .	6	. . . . .
7	. . . . .	7	. . . . .
8	. . . . .	8	. . . . .

Flashing Colors ( 2-1-2-2 )	
Yellow Flash Phases	. . . . .
Yellow Flash Overlap	. . . . .
Flash In Red Phases	. . . . .
Flash In Red Overlap	. . . . .

Special Operation ( 2-1-2-3 )	
Single Exit Phase	. . . . .
Driveway Signal Phases	. . . . .
Driveway Signal Overlaps	. . . . .
Leading Ped Phases	. . . . .

Protected Permissive ( 2-1-2-4 )	
Protected Permissive	. . . . .

Pedestrian ( 2-1-3 )	
P1	. . . . .
P2	. 2 . . . . .
P3	. . . . .
P4	. . . . .
P5	. . . . .
P6	. . . . .
P7	. . . . .
P8	. . . . .

Overlap ( 2-1-4 )				
Overlap	Parent	Omit	No Start	Not
A	. . . . .	. . . . .	. . . . .	. . . . .
B	. . . . .	. . . . .	. . . . .	. . . . .
C	. . . . .	. . . . .	. . . . .	. . . . .
D	. . . . .	. . . . .	. . . . .	. . . . .
E	. . . . .	. . . . .	. . . . .	. . . . .
F	. . . . .	. . . . .	. . . . .	. . . . .



PHASE TIMING

Phase ( 2-2 )	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	0	0	0
Flash Don't Walk	0	12	0	0	0	0	0	0
Minimum Green	5	5	0	5	0	5	0	0
Det Limit	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	45	50	0	30	0	50	0	0
Max Green 2	0	0	0	0	0	0	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	3.0	3.0	0.0	3.0	0.0	3.0	0.0	0.0
Maximum Gap	3.0	3.0	0.0	3.0	0.0	3.0	0.0	0.0
Minimum Gap	3.0	3.0	0.0	3.0	0.0	3.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	4.0	4.5	3.0	4.0	3.0	4.5	3.0	3.0
All-Red	1.0	1.0	0.0	1.0	0.0	1.0	0.0	0.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap ( 2-4 )	A	B	C	D	E	F
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert

Red Revert ( 2-5 )	
Time	5.0
All-Red Sec/Min ( 2-6 )	
All-Red Sec/Min:	OFF

Max 2 Extension

Max/Gap Out ( 2-7 )	
Max Cnt	0
Gap Cnt	0

**Local Plan 1...9 (7-1) TIMING DATA**

**COORDINATION**

		[ Offsets ]			Green Factors or Press [F] to Select Force-Off											
		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-	
Plan 1	Green Factor	90		.....				27	28		19		60			
Plan 2	Green Factor	80		.....				27	24		13		56			
Plan 3	Green Factor	110		.....				41	40		13		86			
Plan 4	Green Factor	95		.....				27	39		13		71			
Plan 5	Green Factor			.....												
Plan 6	Green Factor			.....												
Plan 7	Green Factor			.....												
Plan 8	Green Factor			.....												
Plan 9	Green Factor			.....												

Master Timer Sync ( 7-A )	
Enable in Plans	
1-9	.....
11-19	.....
21-29	.....

Master Sub Master	
Input	
Output	

FREE PLAN PHASE FLAGS	
( 7-E ) Free	
Lag	Omit
. 2 . 4 . 6 . 8	.....
Veh Min	Veh Max
. 2 ... 6 ..	.....
Ped	Bike
.....	.....
Cond	Cond Grn
.....	10

**Local Plan 1...9 (7-1) PHASE FLAGS**

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	1 .. 4 ....	.....	.....
Plan 2	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	1 .. 4 ....	.....	.....
Plan 3	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	1 .. 4 ....	.....	.....
Plan 4	. 2 . 4 . 6 . 8	. 2 ... 6 ..	.....	.....	.....	1 .. 4 ....	.....	.....
Plan 5	.....	.....	.....	.....	.....	.....	.....	.....
Plan 6	.....	.....	.....	.....	.....	.....	.....	.....
Plan 7	.....	.....	.....	.....	.....	.....	.....	.....
Plan 8	.....	.....	.....	.....	.....	.....	.....	.....
Plan 9	.....	.....	.....	.....	.....	.....	.....	.....

MANUAL COMMANDS	
Manual Plan (4-1)	
Plan	OffSet
	A

Plan: 1-9  
15 or 254 = Flash  
14 or 255 = Free  
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

**Local Plan 11...19 (7-2) TIMING DATA**

**COORDINATION**

[ Offsets ]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 11	Green Factor			.....											
Plan 12	Green Factor			.....											
Plan 13	Green Factor			.....											
Plan 14	Green Factor			.....											
Plan 15	Green Factor			.....											
Plan 16	Green Factor			.....											
Plan 17	Green Factor			.....											
Plan 18	Green Factor			.....											
Plan 19	Green Factor			.....											

**Local Plan 11...19 (7-2) PHASE FLAGS**

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	.....	.....	.....	.....	.....	.....	.....	.....
Plan 12	.....	.....	.....	.....	.....	.....	.....	.....
Plan 13	.....	.....	.....	.....	.....	.....	.....	.....
Plan 14	.....	.....	.....	.....	.....	.....	.....	.....
Plan 15	.....	.....	.....	.....	.....	.....	.....	.....
Plan 16	.....	.....	.....	.....	.....	.....	.....	.....
Plan 17	.....	.....	.....	.....	.....	.....	.....	.....
Plan 18	.....	.....	.....	.....	.....	.....	.....	.....
Plan 19	.....	.....	.....	.....	.....	.....	.....	.....

**Local Plan 21...29 (7-3) TIMING DATA**

**COORDINATION**

[ Offsets ]

Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 21	Green Factor			.....											
Plan 22	Green Factor			.....											
Plan 23	Green Factor			.....											
Plan 24	Green Factor			.....											
Plan 25	Green Factor			.....											
Plan 26	Green Factor			.....											
Plan 27	Green Factor			.....											
Plan 28	Green Factor			.....											
Plan 29	Green Factor			.....											

**Local Plan 21...29 (7-3) PHASE FLAGS**

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	.....	.....	.....	.....	.....	.....	.....	.....
Plan 22	.....	.....	.....	.....	.....	.....	.....	.....
Plan 23	.....	.....	.....	.....	.....	.....	.....	.....
Plan 24	.....	.....	.....	.....	.....	.....	.....	.....
Plan 25	.....	.....	.....	.....	.....	.....	.....	.....
Plan 26	.....	.....	.....	.....	.....	.....	.....	.....
Plan 27	.....	.....	.....	.....	.....	.....	.....	.....
Plan 28	.....	.....	.....	.....	.....	.....	.....	.....
Plan 29	.....	.....	.....	.....	.....	.....	.....	.....

**DETECTORS**

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	COUNT+CALL+EXTEND	1.....	NO	I1U	1			10	3.2
2	COUNT+CALL+EXTEND	1.....	NO	I1L	2			10	7.2
3	COUNT+CALL+EXTEND	.2.....	NO	I2U	3			10	1.1
4	COUNT+CALL+EXTEND	.2.....	NO	I2L	4			10	1.5
5	COUNT+CALL+EXTEND	.2.....	NO	I3U	5			10	4.5
6	CALL+EXTEND	.2.....	NO	I3L	6			10	6.2
7	COUNT+CALL+EXTEND	.2.....	NO	I4U	7			10	2.1
8	COUNT+CALL+EXTEND	.2.....	NO	I4L	8			10	7.4
9	COUNT+CALL+EXTEND	..3.....	NO	I5U	9			10	3.4
10	COUNT+CALL+EXTEND	..3.....	NO	I5L	10			10	7.6
11	COUNT+CALL+EXTEND	...4....	NO	I6U	11			10	1.3
12	COUNT+CALL+EXTEND	...4....	NO	I6L	12			10	1.7
13	COUNT+CALL+EXTEND	...4....	NO	I7U	13			10	4.7
14	CALL+EXTEND	...4....	NO	I7L	14			10	6.4
15	COUNT+CALL+EXTEND	...4....	NO	I8U	15			10	2.3
16	COUNT+CALL+EXTEND	...4....	NO	I8L	16			10	7.8
17	COUNT+CALL+EXTEND	1.....	NO	I9U	17			10	3.6
18	COUNT+CALL+EXTEND	..3.....	NO	I9L	18			10	3.8
19	COUNT+CALL+EXTEND	.2.....	NO	I10U	19			10	4.1
20	COUNT+CALL+EXTEND	...4....	NO	I10L	20			10	4.2
21	COUNT+CALL+EXTEND	...5...	NO	J1U	21			10	3.1
22	COUNT+CALL+EXTEND	...5...	NO	J1L	22			10	7.1
23	COUNT+CALL+EXTEND	....6..	NO	J2U	23			10	1.2
24	COUNT+CALL+EXTEND	....6..	NO	J2L	24			10	1.6
25	COUNT+CALL+EXTEND	....6..	NO	J3U	25			10	4.6
26	CALL+EXTEND	....6..	NO	J3L	26			10	6.3
27	COUNT+CALL+EXTEND	....6..	NO	J4U	27			10	2.2
28	COUNT+CALL+EXTEND	....6..	NO	J4L	28			10	7.3
29	COUNT+CALL+EXTEND	.....7.	NO	J5U	29			10	3.3
30	COUNT+CALL+EXTEND	.....7.	NO	J5L	30			10	7.5
31	COUNT+CALL+EXTEND	.....8	NO	J6U	31			10	1.4
32	COUNT+CALL+EXTEND	.....8	NO	J6L	32			10	1.8
33	COUNT+CALL+EXTEND	.....8	NO	J7U	33			10	4.8
34	CALL+EXTEND	.....8	NO	J7L	34			10	6.5
35	COUNT+CALL+EXTEND	.....8	NO	J8U	35			10	2.4
36	COUNT+CALL+EXTEND	.....8	NO	J8L	36			10	7.7
37	COUNT+CALL+EXTEND	...5...	NO	J9U	37			10	3.5
38	COUNT+CALL+EXTEND	...7...	NO	J9L	38			10	3.7
39	COUNT+CALL+EXTEND	....6..	NO	J10U	39			10	4.3
40	COUNT+CALL+EXTEND	.....8	NO	J10L	40			10	4.4
41	PEDESTRIAN	.2.....	NO	I12U	41			10	5.1
42	PEDESTRIAN	...4....	NO	I12L	42			10	5.3
43	PEDESTRIAN	....6..	NO	I13U	43			10	5.2
44	PEDESTRIAN	.....8	NO	I13L	44			10	5.4

Failure Times(5-3)	Minutes
Maximum On Time	
Fail Reset Time	

Failure Override (5-4)	
Detectors 1-8	.....
Detectors 9-16	.....
Detectors 17-24	.....
Detectors 25-32	.....
Detectors 33-40	.....
Detectors 41-44	.....

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Nu								
Sys Det	9	10	11	12	13	14	15	16
Det Nu								

CIC Operation (5-6-1)	
Enable in Plans	.....

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.00	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase								
Sys Det	9	10	11	12	13	14	15	16
Phase								

**Input File Port-Bit Assignments**

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

**TOD SCHEDULE**

Table 1 (8-2-1)			Table 2 (8-2-2)			Table 3 (8-2-3)			Table 4 (8-2-4)			Table 5 (8-2-5)			Table 6 (8-2-6)		
Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS	Time	Plan	OS
0630	1	A	1000	2	A			A			A			A			A
1000	2	A	1745	255	A			A			A			A			A
1500	3	A			A			A			A			A			A
1645	4	A			A			A			A			A			A
1745	255	A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A
		A			A			A			A			A			A

**WEEKDAY ASSIGNMENT**

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

**HOLIDAY TABLES**

Floating Holiday Table (8-2-8)				
#	Mnth	Week	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Fixed Holiday Table (8-2-9)				
#	Mnth	Day	DOW	Table
1			.....	
2			.....	
3			.....	
4			.....	
5			.....	
6			.....	
7			.....	
8			.....	
9			.....	
10			.....	
11			.....	
12			.....	
13			.....	
14			.....	
15			.....	
16			.....	

Solar Clock Data (8-4)	
North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)	
Hebrew	Ped Recall
Sabbath	.....
Holiday	.....

Daylight Saving (8-6)	
Enabled	YES

**TOD FUNCTIONS**

TOD Functions (8-3)					
#	Start	End	DOW	Action	Phases
1			.....		.....
2			.....		.....
3			.....		.....
4			.....		.....
5			.....		.....
6			.....		.....
7			.....		.....
8			.....		.....
9			.....		.....
10			.....		.....
11			.....		.....
12			.....		.....
13			.....		.....
14			.....		.....
15			.....		.....
16			.....		.....

**Action Codes:**

- 0. None
- 1. Permitted
- 2. Restricted
- 4. Veh Min Recall
- 5. Veh Max Recall
- 6. Ped Recall
- 7. Bike Recall
- 8. Red Lock
- 9. Yellow Lock
- 10. Force/Max Lock
- 11. Double Entry
- 12. Y-Coord C
- 13. Y-Coord D
- 14. Free
- 15. Flashing
- 16. Walk 2
- 17. Max Green 2

- 18. Max Green 3
- 19. Rest in Walk
- 20. Rest in Red
- 21. Free Lag Phases
- 22. Special Functions
- 23. Truck Preempt
- 24. Conditional Service
- 25. Conditional Service
- 26. Leading Ped
- 27. Traffic Actuated Max 2
- 41. Protected Permissive
- 42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed

200+Action Code = Phases replaced

**COMMUNICATIONS**

C2 (6-1-1)	
Address	2
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C20 (6-1-2)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

C21 (6-1-3)	
Address	
Protocol	AB3418
Access Level	0
Baud	1200
Parity	NONE
Data Bits	8
Stop Bits	1
RTS On Time	20
RTS Off Time	20
Handshaking	NORMAL

**Access Levels:**

- 0-Full Access
- 1-Status Only
- 2-Status, Set Pattern, Time
- 3-Status, Set Pattern, Time, Manual Plan
- 4-Reserved
- 5-Full Access with No Set Pattern
- 6-Full Access with No Set Time
- 7-Full Access with No Set Pattern, Manual Plan
- 8-Full Access with No Set Time, Pattern, Manual Plan

**SOFT LOGIC**

Soft Logic ( 6-2 )							
#	Data	OP	Data	OP	Data	OP	Data
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
11							
12							
13							
14							
15							
16							

**CALLBACK NUMBERS**

Callback Numbers (6-3...3)	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	
Line Out	
Local Toll	
Long Distance	
Delay	10
Area Code	
Phone Number	

**NETWORK**

Network (6-4)	
Address	
Protocol	AB3418
Port	27000
Type	STATIC
Central Access	6
Field Access	0

IP Address	0	.	0	.	0	.	0
Netmask	255	.	255	.	255	.	0
Broadcast	0	.	0	.	0	.	255
Gateway	0	.	0	.	0	.	254

\*Refer to User's Manual for Data and OP Codes



**RAILROAD PREEMPTION**

<b>RR 1</b>	( 3-1-1 )	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. 2 . . 5 . . .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		.....	.....	1 2 3 4 5 6 7 8	.....	.....	.....	.....	.....	A B C D E F
	Exit		Exit Parameters (3-1-5)				Configuration (3-1-6)				
Min Grn		Phase Green	Overlap Green	Vehicle Call	Ped Call	Primary Port	Secondary Port	Latching	Power-Up		
Ped Clr		.....	.....	1 2 3 4 5 6 7 8	. 2 . 4 . 6 . 8	2.5	0.0	YES	FLASHING		

<b>RR 2</b>	( 3-2-1 )	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
	Delay		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Clear 1	10	. . . 4 . . 7 .	.....	.....	.....	.....	. 2 . 4 . 6 . 8	.....	.....	.....
	Clear 2		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Clear 3		.....	.....	.....	.....	.....	.....	.....	.....	.....
	Hold		1 2 3 . . 6 . .	.....	.....	. 2 . . . 6 . .	.....	. . . 4 . . . 8	.....	.....	.....
	Exit		Exit Parameters (3-2-5)				Configuration (3-2-6)				
Min Grn		Phase Green	Overlap Green	Vehicle Call	Ped Call	Primary Port	Secondary Port	Latching	Power-up		
Ped Clr		.....	.....	. . . 4 . . 7 .	.....	2.6	0.0	YES	DARK		

**EMERGENCY VEHICLE PREEMPTION**

<b>EVA (3-A)</b>	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. 2 . . 5 . . .	.....
	Port	Latching	Phase Termination		
	5.5	NO	ADVANCE		

<b>EVB (3-B)</b>	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. . . 4 . . 7 .	.....
	Port	Latching	Phase Termination		
	5.6	NO	ADVANCE		

<b>EVC (3-C)</b>	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	1 . . . . 6 . .	.....
	Port	Latching	Phase Termination		
	5.7	NO	ADVANCE		

<b>EVD (3-D)</b>	Preempt Timers			Phase Green	Overlap Green
	Delay	Clear	Max		
		30	30	. . 3 . . . . 8	.....
	Port	Latching	Phase Termination		
	5.8	NO	ADVANCE		

### INPUTS

7 Wire I/C ( 2-1-5-1 )					
		Input	Port	Input	Port
Enable	NO	R1	3.8	Free	3.6
Max ON		R2	3.5	D2	2.8
Max OFF		R3	3.7	D3	6.1

Manual Control ( 2-1-5-2 )	
Input	Port
Manual Advance	
Advance Enable	

Enable	NO
Max ON	
Max OFF	

Battery Backup ( 2-1-5-5 )	
Port	Operation
2.7	NORMAL

Cabinet Status ( 2-1-5-3 )	
Input	Port
Flash Bus	
Door Ajar	
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	
2	
3	
4	

Y-Coordination ( 2-1-5-6 )	
Port C	Port D
6.1	2.8

### OUTPUTS

Loadswitch Assignments ( 2-1-6 )								+
A	1	2	22	3	4	24	9	
B	5	6	26	7	8	28	10	
X	13	14	0	11	12	0	0	

- Loadswitch Codes:
- 0 Unused (no output)
  - 1-8 Vehicle 1-8
  - 9-14 Overlap A-F
  - 21-28 Ped 1-8
  - 41-47 Special Functions
    - 41 Protected Permissive Flashing Phase 1
    - 43 Protected Permissive Flashing Phase 3
    - 45 Protected Permissive Flashing Phase 5
    - 47 Protected Permissive Flashing Phase 7
  - 51-57 Special Functions
  - 71-72 Seven Wire I/C
- + middle output of loadswitches 3 and 6 Channel 9 and 10

**TRANSIT PRIORITY**

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor											
Plan 2	Green Factor											
Plan 3	Green Factor											
Plan 4	Green Factor											
Plan 5	Green Factor											
Plan 6	Green Factor											
Plan 7	Green Factor											
Plan 8	Green Factor											
Plan 9	Green Factor											
-----												
Plan 11	Green Factor											
Plan 12	Green Factor											
Plan 13	Green Factor											
Plan 14	Green Factor											
Plan 15	Green Factor											
Plan 16	Green Factor											
Plan 17	Green Factor											
Plan 18	Green Factor											
Plan 19	Green Factor											

Transit Priority Configuration (3-E-A)		Indicator Output			
Enable in Plans	Input	Type	Stop	Go	
Plan 1-9	.....	0.0	OPT	0	0
Plan 11-19	.....	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
	.....
	.....

Free Plans (3-E-E)	
Max Grn Hold	Hold Phase
	.....

Access Utilities (9-5)	
Password	***
Timeout	30

**YELLOW YIELD COORDINATION**

Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	Force-Offs								Coord	Lag	Min Recall	Restricted
					-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-				
Plan C													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....
Plan D													. 2 . . . 6 . .	. 2 . 4 . 6 . 8	.....	.....

**TRUCK PRIORITY**

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
					.....	0.0	0.0	0.0	0	0.0	0

**INTERSECTION: Agua Mansa @ Brown SG7331**

Group Assignment: **NONE**  
 Field Master Assignment: **NONE**  
 System Reference Number: **NONE**

N/S Street Name: **Brown**  
 E/W Street Name: **Agua Mansa**

Last Database Change: **5/24/2017 15:10**

Change Record					
Change	By	Date	Change	By	Date

Notes:

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Drop Number		<C+0+0>
Zone Number		<C+0+1>
Area Number		<C+0+2>
Area Address		<C+0+3>
QuicNet Channel	COM1:	(QuicNet)

Manual Plan	14	<C+A+1>
Manual Offset		<C+B+1>

Max Initial	20	<F+0+E>
Red Revert	3.0	<F+0+F>
All Red Start	6.0	<F+C+0>

**Communication Addresses**

**Manual Selection**

**Start / Revert Times**

Row	Phase Names ---->	Phase							
		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	12	0	19	0	12	0	19
2	Min Green	5	6	5	6	5	6	5	6
3	Type 3 Limit	0	0	0	0	0	0	0	0
4	Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	4.0	2.0	3.0	2.0	4.0	2.0	3.0
6	Max Gap	2.0	4.0	2.0	3.0	2.0	4.0	2.0	3.0
7	Min Gap	2.0	4.0	2.0	3.0	2.0	4.0	2.0	3.0
8	Max Limit	25	45	25	35	25	45	25	35
9	Max Limit 2	0	0	0	0	0	0	0	0
A	-----	0	0	0	0	0	0	0	0
B	Call To Phase	0	0	0	0	0	0	0	0
C	Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
D	Reduce Every	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	3.0	4.3	3.0	3.9	3.0	4.3	3.0	3.9
F	Red Clear	0.5	1.0	0.5	1.0	0.5	1.0	0.5	1.0

**Phase Timing - Bank 1** <F Page>

E		F	
RR-1 Delay	0	Permit	12345678
RR-1 Clear	0	Red Lock	_____
EV-A Delay	0	Yellow Lock	_____
EV-A Clear	1	Min Recall	2_6_
EV-B Delay	0	Ped Recall	_____
EV-B Clear	1	View Set Peds	-----
EV-C Delay	0	Rest In Walk	_____
EV-C Clear	1	Red Rest	_____
EV-D Delay	0	Dual Entry	_____
EV-D Clear	1	Max Recall	_____
RR-2 Delay	0	Soft Recall	_____
RR-2 Clear	0	Max 2	_____
View EV Delay	---	Cond. Service	_____
View EV Clear	---	Man Cntrl Calls	_____
View RR Delay	---	Yellow Start	1_5_
View RR Clear	---	First Phases	2_6_

**Preempt Timing** <F Page>

Manual Plan  
 0 = Automatic  
 1-9 = Plan 1-9  
 14 = Free  
 15 = Flash

Manual Offset  
 0 = Automatic  
 1 = Offset A  
 2 = Offset B  
 3 = Offset C

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**APPENDIX C:**

**VOLUME DEVELOPMENT WORKSHEETS**

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>1 Rubidoux Boulevard/20th Street - Market Street</b>						
NBL	29	0	29	32	0	32
NBT	204	0	204	333	0	333
NBR	211	73	284	478	31	509
SBL	504	0	504	441	0	441
SBT	548	0	548	519	0	519
SBR	16	0	16	19	0	19
EBL	33	0	33	33	0	33
EBT	60	0	60	54	0	54
EBR	22	0	22	16	0	16
WBL	343	20	363	378	71	449
WBT	61	0	61	47	0	47
WBR	339	0	339	429	0	429
North Leg						
Approach	1,068	0	1,068	979	0	979
Departure	576	0	576	795	0	795
Total	1,644	0	1,644	1,774	0	1,774
South Leg						
Approach	444	73	517	843	31	874
Departure	913	20	933	913	71	984
Total	1,357	93	1,450	1,756	102	1,858
East Leg						
Approach	743	20	763	854	71	925
Departure	775	73	848	973	31	1,004
Total	1,518	93	1,611	1,827	102	1,929
West Leg						
Approach	115	0	115	103	0	103
Departure	106	0	106	98	0	98
Total	221	0	221	201	0	201
Total Approaches						
Approach	2,370	93	2,463	2,779	102	2,881
Departure	2,370	93	2,463	2,779	102	2,881
Total	4,740	186	4,926	5,558	204	5,762

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>2 Rubidoux Boulevard/28th Street</b>						
NBL	13	0	13	26	0	26
NBT	463	73	536	836	31	867
NBR	19	0	19	38	0	38
SBL	7	0	7	6	0	6
SBT	707	20	727	707	71	778
SBR	19	0	19	10	0	10
EBL	14	0	14	43	0	43
EBT	12	0	12	29	0	29
EBR	16	0	16	16	0	16
WBL	36	0	36	58	0	58
WBT	14	0	14	16	0	16
WBR	5	0	5	15	0	15
<b>North Leg</b>						
Approach	733	20	753	723	71	794
Departure	482	73	555	894	31	925
Total	1,215	93	1,308	1,617	102	1,719
<b>South Leg</b>						
Approach	495	73	568	900	31	931
Departure	759	20	779	781	71	852
Total	1,254	93	1,347	1,681	102	1,783
<b>East Leg</b>						
Approach	55	0	55	89	0	89
Departure	38	0	38	73	0	73
Total	93	0	93	162	0	162
<b>West Leg</b>						
Approach	42	0	42	88	0	88
Departure	46	0	46	52	0	52
Total	88	0	88	140	0	140
<b>Total Approaches</b>						
Approach	1,325	93	1,418	1,800	102	1,902
Departure	1,325	93	1,418	1,800	102	1,902
Total	2,650	186	2,836	3,600	204	3,804

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>3 Rubidoux Boulevard/30th Street - State Route 60 Westbound Off-Ramp</b>						
NBL	66	0	66	47	0	47
NBT	518	66	584	890	29	919
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	836	19	855	837	64	901
SBR	17	0	17	15	0	15
EBL	22	0	22	27	0	27
EBT	0	0	0	0	0	0
EBR	181	0	181	154	0	154
WBL	331	0	331	481	0	481
WBT	104	0	104	91	0	91
WBR	63	0	63	85	0	85
<b>North Leg</b>						
Approach	853	19	872	852	64	916
Departure	603	66	669	1,002	29	1,031
Total	1,456	85	1,541	1,854	93	1,947
<b>South Leg</b>						
Approach	584	66	650	937	29	966
Departure	1,348	19	1,367	1,472	64	1,536
Total	1,932	85	2,017	2,409	93	2,502
<b>East Leg</b>						
Approach	498	0	498	657	0	657
Departure	0	0	0	0	0	0
Total	498	0	498	657	0	657
<b>West Leg</b>						
Approach	203	0	203	181	0	181
Departure	187	0	187	153	0	153
Total	390	0	390	334	0	334
<b>Total Approaches</b>						
Approach	2,138	85	2,223	2,627	93	2,720
Departure	2,138	85	2,223	2,627	93	2,720
Total	4,276	170	4,446	5,254	186	5,440



**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>4 Rubidoux Boulevard/State Route 60 Westbound On-Ramp</b>						
NBL	346	0	346	212	0	212
NBT	584	66	650	937	29	966
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	761	5	766	970	19	989
SBR	587	13	600	502	47	549
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	1,348	18	1,366	1,472	66	1,538
Departure	584	66	650	937	29	966
Total	1,932	84	2,016	2,409	95	2,504
South Leg						
Approach	930	66	996	1,149	29	1,178
Departure	761	5	766	970	19	989
Total	1,691	71	1,762	2,119	48	2,167
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	0	0	0	0	0	0
Departure	933	13	946	714	47	761
Total	933	13	946	714	47	761
Total Approaches						
Approach	2,278	84	2,362	2,621	95	2,716
Departure	2,278	84	2,362	2,621	95	2,716
Total	4,556	168	4,724	5,242	190	5,432

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>5 Rubidoux Boulevard/State Route 60 Eastbound Off-Ramp - Frontage Road</b>						
NBL	0	0	0	0	0	0
NBT	585	19	604	594	8	602
NBR	509	0	509	246	0	246
SBL	167	0	167	89	0	89
SBT	594	5	599	881	19	900
SBR	0	0	0	0	0	0
EBL	341	47	388	552	20	572
EBT	10	0	10	39	0	39
EBR	211	0	211	378	0	378
WBL	10	0	10	14	0	14
WBT	0	0	0	0	0	0
WBR	4	0	4	3	0	3
<b>North Leg</b>						
Approach	761	5	766	970	19	989
Departure	930	66	996	1,149	28	1,177
Total	1,691	71	1,762	2,119	47	2,166
<b>South Leg</b>						
Approach	1,094	19	1,113	840	8	848
Departure	815	5	820	1,273	19	1,292
Total	1,909	24	1,933	2,113	27	2,140
<b>East Leg</b>						
Approach	14	0	14	17	0	17
Departure	686	0	686	374	0	374
Total	700	0	700	391	0	391
<b>West Leg</b>						
Approach	562	47	609	969	20	989
Departure	0	0	0	0	0	0
Total	562	47	609	969	20	989
<b>Total Approaches</b>						
Approach	2,431	71	2,502	2,796	47	2,843
Departure	2,431	71	2,502	2,796	47	2,843
Total	4,862	142	5,004	5,592	94	5,686

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>6 Agua Mansa Road/Market Street</b>						
NBL	6	0	6	0	0	0
NBT	1	0	1	2	0	2
NBR	3	0	3	1	0	1
SBL	159	19	178	146	64	210
SBT	1	0	1	1	0	1
SBR	344	20	364	345	71	416
EBL	252	73	325	500	31	531
EBT	517	0	517	472	0	472
EBR	6	0	6	0	0	0
WBL	3	0	3	0	0	0
WBT	393	0	393	509	0	509
WBR	187	66	253	206	29	235
North Leg						
Approach	504	39	543	492	135	627
Departure	440	139	579	708	60	768
Total	944	178	1,122	1,200	195	1,395
South Leg						
Approach	10	0	10	3	0	3
Departure	10	0	10	1	0	1
Total	20	0	20	4	0	4
East Leg						
Approach	583	66	649	715	29	744
Departure	679	19	698	619	64	683
Total	1,262	85	1,347	1,334	93	1,427
West Leg						
Approach	775	73	848	972	31	1,003
Departure	743	20	763	854	71	925
Total	1,518	93	1,611	1,826	102	1,928
Total Approaches						
Approach	1,872	178	2,050	2,182	195	2,377
Departure	1,872	178	2,050	2,182	195	2,377
Total	3,744	356	4,100	4,364	390	4,754

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>7 24th Street/Via Cerro</b>						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	18	0	18	12	0	12
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	181	0	181	212	0	212
EBR	3	0	3	5	0	5
WBL	22	0	22	15	0	15
WBT	28	0	28	65	0	65
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	18	0	18	12	0	12
Departure	25	0	25	20	0	20
Total	43	0	43	32	0	32
East Leg						
Approach	50	0	50	80	0	80
Departure	199	0	199	224	0	224
Total	249	0	249	304	0	304
West Leg						
Approach	184	0	184	217	0	217
Departure	28	0	28	65	0	65
Total	212	0	212	282	0	282
Total Approaches						
Approach	252	0	252	309	0	309
Departure	252	0	252	309	0	309
Total	504	0	504	618	0	618

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>8 Market Street/Via Cerro</b>						
NBL	36	0	36	50	0	50
NBT	622	60	682	690	26	716
NBR	145	0	145	55	0	55
SBL	26	0	26	11	0	11
SBT	660	17	677	606	59	665
SBR	3	0	3	2	0	2
EBL	2	0	2	3	0	3
EBT	28	0	28	12	0	12
EBR	168	0	168	209	0	209
WBL	105	0	105	216	0	216
WBT	11	0	11	28	0	28
WBR	24	0	24	25	0	25
North Leg						
Approach	689	17	706	619	59	678
Departure	648	60	708	718	26	744
Total	1,337	77	1,414	1,337	85	1,422
South Leg						
Approach	803	60	863	795	26	821
Departure	933	17	950	1,031	59	1,090
Total	1,736	77	1,813	1,826	85	1,911
East Leg						
Approach	140	0	140	269	0	269
Departure	199	0	199	78	0	78
Total	339	0	339	347	0	347
West Leg						
Approach	198	0	198	224	0	224
Departure	50	0	50	80	0	80
Total	248	0	248	304	0	304
Total Approaches						
Approach	1,830	77	1,907	1,907	85	1,992
Departure	1,830	77	1,907	1,907	85	1,992
Total	3,660	154	3,814	3,814	170	3,984

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>9 Market Street/Rivera Street</b>						
NBL	35	0	35	9	0	9
NBT	725	54	779	685	23	708
NBR	257	0	257	243	0	243
SBL	47	2	49	83	7	90
SBT	821	15	836	841	52	893
SBR	3	0	3	1	0	1
EBL	0	0	0	2	0	2
EBT	0	0	0	16	0	16
EBR	8	0	8	83	0	83
WBL	285	0	285	252	0	252
WBT	0	0	0	1	0	1
WBR	33	7	40	40	3	43
	0					
North Leg						
Approach	871	17	888	925	59	984
Departure	758	61	819	727	26	753
Total	1,629	78	1,707	1,652	85	1,737
South Leg						
Approach	1,017	54	1,071	937	23	960
Departure	1,114	15	1,129	1,176	52	1,228
Total	2,131	69	2,200	2,113	75	2,188
East Leg						
Approach	318	7	325	293	3	296
Departure	304	2	306	342	7	349
Total	622	9	631	635	10	645
West Leg						
Approach	8	0	8	101	0	101
Departure	38	0	38	11	0	11
Total	46	0	46	112	0	112
Total Approaches						
Approach	2,214	78	2,292	2,256	85	2,341
Departure	2,214	78	2,292	2,256	85	2,341
Total	4,428	156	4,584	4,512	170	4,682

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>10 Market Street/State Route 60 Westbound Ramps</b>						
NBL	201	0	201	504	0	504
NBT	309	12	321	373	5	378
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	964	15	979	986	52	1,038
SBR	150	0	150	190	0	190
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	94	0	94	71	0	71
WBT	0	0	0	0	0	0
WBR	708	40	748	563	17	580
North Leg						
Approach	1,114	15	1,129	1,176	52	1,228
Departure	1,017	52	1,069	936	22	958
Total	2,131	67	2,198	2,112	74	2,186
South Leg						
Approach	510	12	522	877	5	882
Departure	1,058	15	1,073	1,057	52	1,109
Total	1,568	27	1,595	1,934	57	1,991
East Leg						
Approach	802	40	842	634	17	651
Departure	0	0	0	0	0	0
Total	802	40	842	634	17	651
West Leg						
Approach	0	0	0	0	0	0
Departure	351	0	351	694	0	694
Total	351	0	351	694	0	694
Total Approaches						
Approach	2,426	67	2,493	2,687	74	2,761
Departure	2,426	67	2,493	2,687	74	2,761
Total	4,852	134	4,986	5,374	148	5,522

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>11 Market Street/State Route 60 Eastbound Ramps</b>						
NBL	0	0	0	0	0	0
NBT	414	12	426	767	5	772
NBR	141	0	141	65	0	65
SBL	595	12	607	421	40	461
SBT	463	4	467	636	12	648
SBR	0	0	0	0	0	0
EBL	96	0	96	110	0	110
EBT	0	0	0	0	0	0
EBR	715	0	715	919	0	919
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	1,058	16	1,074	1,057	52	1,109
Departure	510	12	522	877	5	882
Total	1,568	28	1,596	1,934	57	1,991
South Leg						
Approach	555	12	567	832	5	837
Departure	1,178	4	1,182	1,555	12	1,567
Total	1,733	16	1,749	2,387	17	2,404
East Leg						
Approach	0	0	0	0	0	0
Departure	736	12	748	486	40	526
Total	736	12	748	486	40	526
West Leg						
Approach	811	0	811	1,029	0	1,029
Departure	0	0	0	0	0	0
Total	811	0	811	1,029	0	1,029
Total Approaches						
Approach	2,424	28	2,452	2,918	57	2,975
Departure	2,424	28	2,452	2,918	57	2,975
Total	4,848	56	4,904	5,836	114	5,950



**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>12 Riverside Avenue/Agua Mansa Road</b>						
NBL	148	7	155	149	3	152
NBT	672	0	672	767	0	767
NBR	50	0	50	78	0	78
SBL	76	0	76	116	0	116
SBT	979	0	979	973	0	973
SBR	162	32	194	131	13	144
EBL	161	8	169	170	32	202
EBT	182	0	182	433	0	433
EBR	115	2	117	170	7	177
WBL	134	0	134	73	0	73
WBT	384	0	384	173	0	173
WBR	112	0	112	75	0	75
North Leg						
Approach	1,217	32	1,249	1,220	13	1,233
Departure	945	8	953	1,012	32	1,044
Total	2,162	40	2,202	2,232	45	2,277
South Leg						
Approach	870	7	877	994	3	997
Departure	1,228	2	1,230	1,216	7	1,223
Total	2,098	9	2,107	2,210	10	2,220
East Leg						
Approach	630	0	630	321	0	321
Departure	308	0	308	627	0	627
Total	938	0	938	948	0	948
West Leg						
Approach	458	10	468	773	39	812
Departure	694	39	733	453	16	469
Total	1,152	49	1,201	1,226	55	1,281
Total Approaches						
Approach	3,175	49	3,224	3,308	55	3,363
Departure	3,175	49	3,224	3,308	55	3,363
Total	6,350	98	6,448	6,616	110	6,726

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>13 Agua Mansa Road/Hall Avenue</b>						
NBL	28	48	76	45	21	66
NBT	371	6	377	713	25	738
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	481	0	481	403	0	403
SBR	35	37	72	15	15	30
EBL	22	4	26	17	12	29
EBT	0	0	0	0	0	0
EBR	37	24	61	33	79	112
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	516	37	553	418	15	433
Departure	393	10	403	730	37	767
Total	909	47	956	1,148	52	1,200
South Leg						
Approach	399	54	453	758	46	804
Departure	518	24	542	436	79	515
Total	917	78	995	1,194	125	1,319
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	59	28	87	50	91	141
Departure	63	85	148	60	36	96
Total	122	113	235	110	127	237
Total Approaches						
Approach	974	119	1,093	1,226	152	1,378
Departure	974	119	1,093	1,226	152	1,378
Total	1,948	238	2,186	2,452	304	2,756

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>14 Agua Mansa Road/Brown Avenue</b>						
NBL	15	92	107	7	40	47
NBT	338	48	386	611	21	632
NBR	7	0	7	12	0	12
SBL	100	0	100	36	0	36
SBT	411	24	435	397	79	476
SBR	7	0	7	3	0	3
EBL	1	6	7	11	25	36
EBT	4	0	4	3	0	3
EBR	12	16	28	11	57	68
WBL	4	0	4	27	0	27
WBT	2	0	2	3	0	3
WBR	60	0	60	136	0	136
North Leg						
Approach	518	24	542	436	79	515
Departure	399	54	453	758	46	804
Total	917	78	995	1,194	125	1,319
South Leg						
Approach	360	140	500	630	61	691
Departure	427	40	467	435	136	571
Total	787	180	967	1,065	197	1,262
East Leg						
Approach	66	0	66	166	0	166
Departure	111	0	111	51	0	51
Total	177	0	177	217	0	217
West Leg						
Approach	17	22	39	25	82	107
Departure	24	92	116	13	40	53
Total	41	114	155	38	122	160
Total Approaches						
Approach	961	186	1,147	1,257	222	1,479
Departure	961	186	1,147	1,257	222	1,479
Total	1,922	372	2,294	2,514	444	2,958

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>15 Agua Mansa Road/Transfer Station Driveway</b>						
NBL	0	0	0	0	0	0
NBT	308	140	448	588	61	649
NBR	46	0	46	61	0	61
SBL	9	0	9	20	0	20
SBT	437	40	477	403	136	539
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	34	0	34	30	0	30
WBT	0	0	0	0	0	0
WBR	12	0	12	27	0	27
North Leg						
Approach	446	40	486	423	136	559
Departure	320	140	460	615	61	676
Total	766	180	946	1,038	197	1,235
South Leg						
Approach	354	140	494	649	61	710
Departure	471	40	511	433	136	569
Total	825	180	1,005	1,082	197	1,279
East Leg						
Approach	46	0	46	57	0	57
Departure	55	0	55	81	0	81
Total	101	0	101	138	0	138
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	846	180	1,026	1,129	197	1,326
Departure	846	180	1,026	1,129	197	1,326
Total	1,692	360	2,052	2,258	394	2,652

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>16 Project Driveway 1/Hall Avenue</b>						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	5	5	0	18	18
SBT	0	0	0	0	0	0
SBR	0	2	2	0	8	8
EBL	0	8	8	0	3	3
EBT	50	24	74	34	10	44
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	33	7	40	74	23	97
WBR	0	54	54	0	22	22
North Leg						
Approach	0	7	7	0	26	26
Departure	0	62	62	0	25	25
Total	0	69	69	0	51	51
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	33	61	94	74	45	119
Departure	50	29	79	34	28	62
Total	83	90	173	108	73	181
West Leg						
Approach	50	32	82	34	13	47
Departure	33	9	42	74	31	105
Total	83	41	124	108	44	152
Total Approaches						
Approach	83	100	183	108	84	192
Departure	83	100	183	108	84	192
Total	166	200	366	216	168	384

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>17 Project Driveway 2/Hall Avenue</b>						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	6	6	0	20	20
SBT	0	0	0	0	0	0
SBR	0	2	2	0	5	5
EBL	0	5	5	0	2	2
EBT	50	24	74	34	26	60
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	33	59	92	74	40	114
WBR	0	21	21	0	9	9
North Leg						
Approach	0	8	8	0	25	25
Departure	0	26	26	0	11	11
Total	0	34	34	0	36	36
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	33	80	113	74	49	123
Departure	50	30	80	34	46	80
Total	83	110	193	108	95	203
West Leg						
Approach	50	29	79	34	28	62
Departure	33	61	94	74	45	119
Total	83	90	173	108	73	181
Total Approaches						
Approach	83	117	200	108	102	210
Departure	83	117	200	108	102	210
Total	166	234	400	216	204	420

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>18 Project Driveway 3 - Brown Avenue/Hall Avenue</b>						
NBL	5	59	64	7	25	32
NBT	0	33	33	0	15	15
NBR	6	0	6	8	0	8
SBL	0	16	16	0	53	53
SBT	0	22	22	0	80	80
SBR	0	3	3	0	11	11
EBL	0	19	19	0	8	8
EBT	47	11	58	30	38	68
EBR	3	0	3	4	0	4
WBL	15	0	15	3	0	3
WBT	28	18	46	67	13	80
WBR	0	26	26	0	11	11
North Leg						
Approach	0	41	41	0	144	144
Departure	0	78	78	0	34	34
Total	0	119	119	0	178	178
South Leg						
Approach	11	92	103	15	40	55
Departure	18	22	40	7	80	87
Total	29	114	143	22	120	142
East Leg						
Approach	43	44	87	70	24	94
Departure	53	27	80	38	91	129
Total	96	71	167	108	115	223
West Leg						
Approach	50	30	80	34	46	80
Departure	33	80	113	74	49	123
Total	83	110	193	108	95	203
Total Approaches						
Approach	104	207	311	119	254	373
Departure	104	207	311	119	254	373
Total	208	414	622	238	508	746

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing With Project	Existing Without Project	Net Project Trips	Existing With Project
<b>19 Project Driveway 4/Hall Avenue</b>						
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	7	7
EBL	0	0	0	0	0	0
EBT	59	27	86	50	91	141
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	63	42	105	60	17	77
WBR	0	44	44	0	19	19
North Leg						
Approach	0	2	2	0	7	7
Departure	0	44	44	0	19	19
Total	0	46	46	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	63	86	149	60	36	96
Departure	59	27	86	50	91	141
Total	122	113	235	110	127	237
West Leg						
Approach	59	27	86	50	91	141
Departure	63	44	107	60	24	84
Total	122	71	193	110	115	225
Total Approaches						
Approach	122	115	237	110	134	244
Departure	122	115	237	110	134	244
Total	244	230	474	220	268	488



**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>1 Rubidoux Boulevard/20th Street - Market Street</b>					
NBL	29	2	31	0	31
NBT	204	16	220	0	220
NBR	211	17	228	73	301
SBL	504	40	544	0	544
SBT	548	44	592	0	592
SBR	16	1	17	0	17
EBL	33	3	36	0	36
EBT	60	5	65	0	65
EBR	22	2	24	0	24
WBL	343	27	370	20	390
WBT	61	5	66	0	66
WBR	339	27	366	0	366
North Leg					
Approach	1,068	85	1,153	0	1,153
Departure	576	46	622	0	622
Total	1,644	131	1,775	0	1,775
South Leg					
Approach	444	35	479	73	552
Departure	913	73	986	20	1,006
Total	1,357	108	1,465	93	1,558
East Leg					
Approach	743	59	802	20	822
Departure	775	62	837	73	910
Total	1,518	121	1,639	93	1,732
West Leg					
Approach	115	10	125	0	125
Departure	106	8	114	0	114
Total	221	18	239	0	239
Total Approaches					
Approach	2,370	189	2,559	93	2,652
Departure	2,370	189	2,559	93	2,652
Total	4,740	378	5,118	186	5,304

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>2 Rubidoux Boulevard/28th Street</b>					
NBL	13	1	14	0	14
NBT	463	37	500	73	573
NBR	19	2	21	0	21
SBL	7	1	8	0	8
SBT	707	57	764	20	784
SBR	19	2	21	0	21
EBL	14	1	15	0	15
EBT	12	1	13	0	13
EBR	16	1	17	0	17
WBL	36	3	39	0	39
WBT	14	1	15	0	15
WBR	5	0	5	0	5
North Leg					
Approach	733	60	793	20	813
Departure	482	38	520	73	593
Total	1,215	98	1,313	93	1,406
South Leg					
Approach	495	40	535	73	608
Departure	759	61	820	20	840
Total	1,254	101	1,355	93	1,448
East Leg					
Approach	55	4	59	0	59
Departure	38	4	42	0	42
Total	93	8	101	0	101
West Leg					
Approach	42	3	45	0	45
Departure	46	4	50	0	50
Total	88	7	95	0	95
Total Approaches					
Approach	1,325	107	1,432	93	1,525
Departure	1,325	107	1,432	93	1,525
Total	2,650	214	2,864	186	3,050

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>3 Rubidoux Boulevard/30th Street - State Route 60 Westbound Off-Ram</b>					
NBL	66	5	71	0	71
NBT	518	41	559	66	625
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	836	67	903	19	922
SBR	17	1	18	0	18
EBL	22	2	24	0	24
EBT	0	0	0	0	0
EBR	181	14	195	0	195
WBL	331	26	357	0	357
WBT	104	8	112	0	112
WBR	63	5	68	0	68
North Leg					
Approach	853	68	921	19	940
Departure	603	48	651	66	717
Total	1,456	116	1,572	85	1,657
South Leg					
Approach	584	46	630	66	696
Departure	1,348	107	1,455	19	1,474
Total	1,932	153	2,085	85	2,170
East Leg					
Approach	498	39	537	0	537
Departure	0	0	0	0	0
Total	498	39	537	0	537
West Leg					
Approach	203	16	219	0	219
Departure	187	14	201	0	201
Total	390	30	420	0	420
Total Approaches					
Approach	2,138	169	2,307	85	2,392
Departure	2,138	169	2,307	85	2,392
Total	4,276	338	4,614	170	4,784

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>4 Rubidoux Boulevard/State Route 60 Westbound On-Ramp</b>					
NBL	346	28	374	0	374
NBT	584	47	631	66	697
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	761	61	822	5	827
SBR	587	47	634	13	647
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	1,348	108	1,456	18	1,474
Departure	584	47	631	66	697
Total	1,932	155	2,087	84	2,171
South Leg					
Approach	930	75	1,005	66	1,071
Departure	761	61	822	5	827
Total	1,691	136	1,827	71	1,898
East Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
West Leg					
Approach	0	0	0	0	0
Departure	933	75	1,008	13	1,021
Total	933	75	1,008	13	1,021
Total Approaches					
Approach	2,278	183	2,461	84	2,545
Departure	2,278	183	2,461	84	2,545
Total	4,556	366	4,922	168	5,090

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>5 Rubidoux Boulevard/State Route 60 Eastbound Off-Ramp - Frontage R</b>					
NBL	0	0	0	0	0
NBT	585	47	632	19	651
NBR	509	41	550	0	550
SBL	167	13	180	0	180
SBT	594	48	642	5	647
SBR	0	0	0	0	0
EBL	341	27	368	47	415
EBT	10	1	11	0	11
EBR	211	17	228	0	228
WBL	10	1	11	0	11
WBT	0	0	0	0	0
WBR	4	0	4	0	4
North Leg					
Approach	761	61	822	5	827
Departure	930	74	1,004	66	1,070
Total	1,691	135	1,826	71	1,897
South Leg					
Approach	1,094	88	1,182	19	1,201
Departure	815	66	881	5	886
Total	1,909	154	2,063	24	2,087
East Leg					
Approach	14	1	15	0	15
Departure	686	55	741	0	741
Total	700	56	756	0	756
West Leg					
Approach	562	45	607	47	654
Departure	0	0	0	0	0
Total	562	45	607	47	654
Total Approaches					
Approach	2,431	195	2,626	71	2,697
Departure	2,431	195	2,626	71	2,697
Total	4,862	390	5,252	142	5,394

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>6 Agua Mansa Road/Market Street</b>					
NBL	6	0	6	0	6
NBT	1	0	1	0	1
NBR	3	0	3	0	3
SBL	159	13	172	19	191
SBT	1	0	1	0	1
SBR	344	28	372	20	392
EBL	252	20	272	73	345
EBT	517	41	558	0	558
EBR	6	0	6	0	6
WBL	3	0	3	0	3
WBT	393	31	424	0	424
WBR	187	15	202	66	268
North Leg					
Approach	504	41	545	39	584
Departure	440	35	475	139	614
Total	944	76	1,020	178	1,198
South Leg					
Approach	10	0	10	0	10
Departure	10	0	10	0	10
Total	20	0	20	0	20
East Leg					
Approach	583	46	629	66	695
Departure	679	54	733	19	752
Total	1,262	100	1,362	85	1,447
West Leg					
Approach	775	61	836	73	909
Departure	743	59	802	20	822
Total	1,518	120	1,638	93	1,731
Total Approaches					
Approach	1,872	148	2,020	178	2,198
Departure	1,872	148	2,020	178	2,198
Total	3,744	296	4,040	356	4,396

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>7</b>	<b>24th Street/Via Cerro</b>				
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	18	1	19	0	19
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	181	14	195	0	195
EBR	3	0	3	0	3
WBL	22	2	24	0	24
WBT	28	2	30	0	30
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	18	1	19	0	19
Departure	25	2	27	0	27
Total	43	3	46	0	46
East Leg					
Approach	50	4	54	0	54
Departure	199	15	214	0	214
Total	249	19	268	0	268
West Leg					
Approach	184	14	198	0	198
Departure	28	2	30	0	30
Total	212	16	228	0	228
Total Approaches					
Approach	252	19	271	0	271
Departure	252	19	271	0	271
Total	504	38	542	0	542

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>8 Market Street/Via Cerro</b>					
NBL	36	3	39	0	39
NBT	622	50	672	60	732
NBR	145	12	157	0	157
SBL	26	2	28	0	28
SBT	660	53	713	17	730
SBR	3	0	3	0	3
EBL	2	0	2	0	2
EBT	28	2	30	0	30
EBR	168	13	181	0	181
WBL	105	8	113	0	113
WBT	11	1	12	0	12
WBR	24	2	26	0	26
North Leg					
Approach	689	55	744	17	761
Departure	648	52	700	60	760
Total	1,337	107	1,444	77	1,521
South Leg					
Approach	803	65	868	60	928
Departure	933	74	1,007	17	1,024
Total	1,736	139	1,875	77	1,952
East Leg					
Approach	140	11	151	0	151
Departure	199	16	215	0	215
Total	339	27	366	0	366
West Leg					
Approach	198	15	213	0	213
Departure	50	4	54	0	54
Total	248	19	267	0	267
Total Approaches					
Approach	1,830	146	1,976	77	2,053
Departure	1,830	146	1,976	77	2,053
Total	3,660	292	3,952	154	4,106



**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		AM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>9</b>	<b>Market Street/Rivera Street</b>					
	NBL	35	3	38	0	38
	NBT	725	58	783	54	837
	NBR	257	21	278	0	278
	SBL	47	4	51	2	53
	SBT	821	66	887	15	902
	SBR	3	0	3	0	3
	EBL	0	0	0	0	0
	EBT	0	0	0	0	0
	EBR	8	1	9	0	9
	WBL	285	23	308	0	308
	WBT	0	0	0	0	0
	WBR	33	3	36	7	43
	<b>North Leg</b>					
	Approach	871	70	941	17	958
	Departure	758	61	819	61	880
	<b>Total</b>	<b>1,629</b>	<b>131</b>	<b>1,760</b>	<b>78</b>	<b>1,838</b>
	<b>South Leg</b>					
	Approach	1,017	82	1,099	54	1,153
	Departure	1,114	90	1,204	15	1,219
	<b>Total</b>	<b>2,131</b>	<b>172</b>	<b>2,303</b>	<b>69</b>	<b>2,372</b>
	<b>East Leg</b>					
	Approach	318	26	344	7	351
	Departure	304	25	329	2	331
	<b>Total</b>	<b>622</b>	<b>51</b>	<b>673</b>	<b>9</b>	<b>682</b>
	<b>West Leg</b>					
	Approach	8	1	9	0	9
	Departure	38	3	41	0	41
	<b>Total</b>	<b>46</b>	<b>4</b>	<b>50</b>	<b>0</b>	<b>50</b>
	<b>Total Approaches</b>					
	Approach	2,214	179	2,393	78	2,471
	Departure	2,214	179	2,393	78	2,471
	<b>Total</b>	<b>4,428</b>	<b>358</b>	<b>4,786</b>	<b>156</b>	<b>4,942</b>

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>10</b>	<b>Market Street/State Route 60 Westbound Ramps</b>				
NBL	201	16	217	0	217
NBT	309	25	334	12	346
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	964	77	1,041	15	1,056
SBR	150	12	162	0	162
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	94	8	102	0	102
WBT	0	0	0	0	0
WBR	708	57	765	40	805
North Leg					
Approach	1,114	89	1,203	15	1,218
Departure	1,017	82	1,099	52	1,151
Total	2,131	171	2,302	67	2,369
South Leg					
Approach	510	41	551	12	563
Departure	1,058	85	1,143	15	1,158
Total	1,568	126	1,694	27	1,721
East Leg					
Approach	802	65	867	40	907
Departure	0	0	0	0	0
Total	802	65	867	40	907
West Leg					
Approach	0	0	0	0	0
Departure	351	28	379	0	379
Total	351	28	379	0	379
Total Approaches					
Approach	2,426	195	2,621	67	2,688
Departure	2,426	195	2,621	67	2,688
Total	4,852	390	5,242	134	5,376

Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary

		AM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>11</b>	<b>Market Street/State Route 60 Eastbound Ramps</b>					
NBL		0	0	0	0	0
NBT		414	33	447	12	459
NBR		141	11	152	0	152
SBL		595	48	643	12	655
SBT		463	37	500	4	504
SBR		0	0	0	0	0
EBL		96	8	104	0	104
EBT		0	0	0	0	0
EBR		715	57	772	0	772
WBL		0	0	0	0	0
WBT		0	0	0	0	0
WBR		0	0	0	0	0
North Leg						
	Approach	1,058	85	1,143	16	1,159
	Departure	510	41	551	12	563
	Total	1,568	126	1,694	28	1,722
South Leg						
	Approach	555	44	599	12	611
	Departure	1,178	94	1,272	4	1,276
	Total	1,733	138	1,871	16	1,887
East Leg						
	Approach	0	0	0	0	0
	Departure	736	59	795	12	807
	Total	736	59	795	12	807
West Leg						
	Approach	811	65	876	0	876
	Departure	0	0	0	0	0
	Total	811	65	876	0	876
Total Approaches						
	Approach	2,424	194	2,618	28	2,646
	Departure	2,424	194	2,618	28	2,646
	Total	4,848	388	5,236	56	5,292

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		AM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>12</b>	<b>Riverside Avenue/Agua Mansa Road</b>					
	NBL	148	12	160	7	167
	NBT	672	54	726	0	726
	NBR	50	4	54	0	54
	SBL	76	6	82	0	82
	SBT	979	78	1,057	0	1,057
	SBR	162	13	175	32	207
	EBL	161	13	174	8	182
	EBT	182	15	197	0	197
	EBR	115	9	124	2	126
	WBL	134	11	145	0	145
	WBT	384	31	415	0	415
	WBR	112	9	121	0	121
	North Leg					
	Approach	1,217	97	1,314	32	1,346
	Departure	945	76	1,021	8	1,029
	Total	2,162	173	2,335	40	2,375
	South Leg					
	Approach	870	70	940	7	947
	Departure	1,228	98	1,326	2	1,328
	Total	2,098	168	2,266	9	2,275
	East Leg					
	Approach	630	51	681	0	681
	Departure	308	25	333	0	333
	Total	938	76	1,014	0	1,014
	West Leg					
	Approach	458	37	495	10	505
	Departure	694	56	750	39	789
	Total	1,152	93	1,245	49	1,294
	Total Approaches					
	Approach	3,175	255	3,430	49	3,479
	Departure	3,175	255	3,430	49	3,479
	Total	6,350	510	6,860	98	6,958

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		AM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>13</b>	<b>Agua Mansa Road/Hall Avenue</b>					
NBL		28	2	30	48	78
NBT		371	30	401	6	407
NBR		0	0	0	0	0
SBL		0	0	0	0	0
SBT		481	38	519	0	519
SBR		35	3	38	37	75
EBL		22	2	24	4	28
EBT		0	0	0	0	0
EBR		37	3	40	24	64
WBL		0	0	0	0	0
WBT		0	0	0	0	0
WBR		0	0	0	0	0
North Leg						
	Approach	516	41	557	37	594
	Departure	393	32	425	10	435
	Total	909	73	982	47	1,029
South Leg						
	Approach	399	32	431	54	485
	Departure	518	41	559	24	583
	Total	917	73	990	78	1,068
East Leg						
	Approach	0	0	0	0	0
	Departure	0	0	0	0	0
	Total	0	0	0	0	0
West Leg						
	Approach	59	5	64	28	92
	Departure	63	5	68	85	153
	Total	122	10	132	113	245
Total Approaches						
	Approach	974	78	1,052	119	1,171
	Departure	974	78	1,052	119	1,171
	Total	1,948	156	2,104	238	2,342

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		AM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>14</b>	<b>Agua Mansa Road/Brown Avenue</b>					
	NBL	15	1	16	92	108
	NBT	338	27	365	48	413
	NBR	7	1	8	0	8
	SBL	100	8	108	0	108
	SBT	411	33	444	24	468
	SBR	7	1	8	0	8
	EBL	1	0	1	6	7
	EBT	4	0	4	0	4
	EBR	12	1	13	16	29
	WBL	4	0	4	0	4
	WBT	2	0	2	0	2
	WBR	60	5	65	0	65
	<b>North Leg</b>					
	Approach	518	42	560	24	584
	Departure	399	32	431	54	485
	<b>Total</b>	<b>917</b>	<b>74</b>	<b>991</b>	<b>78</b>	<b>1,069</b>
	<b>South Leg</b>					
	Approach	360	29	389	140	529
	Departure	427	34	461	40	501
	<b>Total</b>	<b>787</b>	<b>63</b>	<b>850</b>	<b>180</b>	<b>1,030</b>
	<b>East Leg</b>					
	Approach	66	5	71	0	71
	Departure	111	9	120	0	120
	<b>Total</b>	<b>177</b>	<b>14</b>	<b>191</b>	<b>0</b>	<b>191</b>
	<b>West Leg</b>					
	Approach	17	1	18	22	40
	Departure	24	2	26	92	118
	<b>Total</b>	<b>41</b>	<b>3</b>	<b>44</b>	<b>114</b>	<b>158</b>
	<b>Total Approaches</b>					
	Approach	961	77	1,038	186	1,224
	Departure	961	77	1,038	186	1,224
	<b>Total</b>	<b>1,922</b>	<b>154</b>	<b>2,076</b>	<b>372</b>	<b>2,448</b>

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>15</b>	<b>Agua Mansa Road/Transfer Station Driveway</b>				
NBL	0	0	0	0	0
NBT	308	25	333	140	473
NBR	46	4	50	0	50
SBL	9	1	10	0	10
SBT	437	35	472	40	512
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	34	3	37	0	37
WBT	0	0	0	0	0
WBR	12	1	13	0	13
North Leg					
Approach	446	36	482	40	522
Departure	320	26	346	140	486
Total	766	62	828	180	1,008
South Leg					
Approach	354	29	383	140	523
Departure	471	38	509	40	549
Total	825	67	892	180	1,072
East Leg					
Approach	46	4	50	0	50
Departure	55	5	60	0	60
Total	101	9	110	0	110
West Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
Total Approaches					
Approach	846	69	915	180	1,095
Departure	846	69	915	180	1,095
Total	1,692	138	1,830	360	2,190

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		AM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>16</b>	<b>Project Driveway 1/Hall Avenue</b>					
	NBL	0	0	0	0	0
	NBT	0	0	0	0	0
	NBR	0	0	0	0	0
	SBL	0	0	0	5	5
	SBT	0	0	0	0	0
	SBR	0	0	0	2	2
	EBL	0	0	0	8	8
	EBT	50	4	54	24	78
	EBR	0	0	0	0	0
	WBL	0	0	0	0	0
	WBT	33	3	36	7	43
	WBR	0	0	0	54	54
	<b>North Leg</b>					
	Approach	0	0	0	7	7
	Departure	0	0	0	62	62
	Total	0	0	0	69	69
	<b>South Leg</b>					
	Approach	0	0	0	0	0
	Departure	0	0	0	0	0
	Total	0	0	0	0	0
	<b>East Leg</b>					
	Approach	33	3	36	61	97
	Departure	50	4	54	29	83
	Total	83	7	90	90	180
	<b>West Leg</b>					
	Approach	50	4	54	32	86
	Departure	33	3	36	9	45
	Total	83	7	90	41	131
	<b>Total Approaches</b>					
	Approach	83	7	90	100	190
	Departure	83	7	90	100	190
	Total	166	14	180	200	380



**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		AM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>17</b>	<b>Project Driveway 2/Hall Avenue</b>					
	NBL	0	0	0	0	0
	NBT	0	0	0	0	0
	NBR	0	0	0	0	0
	SBL	0	0	0	6	6
	SBT	0	0	0	0	0
	SBR	0	0	0	2	2
	EBL	0	0	0	5	5
	EBT	50	4	54	24	78
	EBR	0	0	0	0	0
	WBL	0	0	0	0	0
	WBT	33	3	36	59	95
	WBR	0	0	0	21	21
North Leg						
	Approach	0	0	0	8	8
	Departure	0	0	0	26	26
	Total	0	0	0	34	34
South Leg						
	Approach	0	0	0	0	0
	Departure	0	0	0	0	0
	Total	0	0	0	0	0
East Leg						
	Approach	33	3	36	80	116
	Departure	50	4	54	30	84
	Total	83	7	90	110	200
West Leg						
	Approach	50	4	54	29	83
	Departure	33	3	36	61	97
	Total	83	7	90	90	180
Total Approaches						
	Approach	83	7	90	117	207
	Departure	83	7	90	117	207
	Total	166	14	180	234	414

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>18</b>	<b>Project Driveway 3 - Brown Avenue/Hall Avenue</b>				
NBL	5	0	5	59	64
NBT	0	0	0	33	33
NBR	6	0	6	0	6
SBL	0	0	0	16	16
SBT	0	0	0	22	22
SBR	0	0	0	3	3
EBL	0	0	0	19	19
EBT	47	4	51	11	62
EBR	3	0	3	0	3
WBL	15	1	16	0	16
WBT	28	2	30	18	48
WBR	0	0	0	26	26
North Leg					
Approach	0	0	0	41	41
Departure	0	0	0	78	78
Total	0	0	0	119	119
South Leg					
Approach	11	0	11	92	103
Departure	18	1	19	22	41
Total	29	1	30	114	144
East Leg					
Approach	43	3	46	44	90
Departure	53	4	57	27	84
Total	96	7	103	71	174
West Leg					
Approach	50	4	54	30	84
Departure	33	2	35	80	115
Total	83	6	89	110	199
Total Approaches					
Approach	104	7	111	207	318
Departure	104	7	111	207	318
Total	208	14	222	414	636

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		AM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>19</b>	<b>Project Driveway 4/Hall Avenue</b>					
	NBL	0	0	0	0	0
	NBT	0	0	0	0	0
	NBR	0	0	0	0	0
	SBL	0	0	0	0	0
	SBT	0	0	0	0	0
	SBR	0	0	0	2	2
	EBL	0	0	0	0	0
	EBT	59	5	64	27	91
	EBR	0	0	0	0	0
	WBL	0	0	0	0	0
	WBT	63	5	68	42	110
	WBR	0	0	0	44	44
	<b>North Leg</b>					
	Approach	0	0	0	2	2
	Departure	0	0	0	44	44
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>46</b>
	<b>South Leg</b>					
	Approach	0	0	0	0	0
	Departure	0	0	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>East Leg</b>					
	Approach	63	5	68	86	154
	Departure	59	5	64	27	91
	<b>Total</b>	<b>122</b>	<b>10</b>	<b>132</b>	<b>113</b>	<b>245</b>
	<b>West Leg</b>					
	Approach	59	5	64	27	91
	Departure	63	5	68	44	112
	<b>Total</b>	<b>122</b>	<b>10</b>	<b>132</b>	<b>71</b>	<b>203</b>
	<b>Total Approaches</b>					
	Approach	122	10	132	115	247
	Departure	122	10	132	115	247
	<b>Total</b>	<b>244</b>	<b>20</b>	<b>264</b>	<b>230</b>	<b>494</b>

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		AM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>20</b>	<b>Driveway C1/Hall Avenue</b>					
	NBL	0	0	0	0	0
	NBT	0	0	0	0	0
	NBR	1	0	1	0	1
	SBL	0	0	0	0	0
	SBT	0	0	0	0	0
	SBR	0	0	0	0	0
	EBL	0	0	0	0	0
	EBT	50	4	54	32	86
	EBR	0	0	0	0	0
	WBL	3	0	3	0	3
	WBT	30	2	32	9	41
	WBR	0	0	0	0	0
	<b>North Leg</b>					
	Approach	0	0	0	0	0
	Departure	0	0	0	0	0
	Total	0	0	0	0	0
	<b>South Leg</b>					
	Approach	1	0	1	0	1
	Departure	3	0	3	0	3
	Total	4	0	4	0	4
	<b>East Leg</b>					
	Approach	33	2	35	9	44
	Departure	51	4	55	32	87
	Total	84	6	90	41	131
	<b>West Leg</b>					
	Approach	50	4	54	32	86
	Departure	30	2	32	9	41
	Total	80	6	86	41	127
	<b>Total Approaches</b>					
	Approach	84	6	90	41	131
	Departure	84	6	90	41	131
	Total	168	12	180	82	262

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		AM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>21</b>	<b>Driveway C2/Hall Avenue</b>					
	NBL	1	0	1	0	1
	NBT	0	0	0	0	0
	NBR	10	1	11	0	11
	SBL	0	0	0	0	0
	SBT	0	0	0	0	0
	SBR	0	0	0	0	0
	EBL	0	0	0	0	0
	EBT	50	4	54	34	88
	EBR	2	0	2	0	2
	WBL	13	1	14	0	14
	WBT	48	4	52	44	96
	WBR	0	0	0	0	0
	North Leg					
	Approach	0	0	0	0	0
	Departure	0	0	0	0	0
	Total	0	0	0	0	0
	South Leg					
	Approach	11	1	12	0	12
	Departure	15	1	16	0	16
	Total	26	2	28	0	28
	East Leg					
	Approach	61	5	66	44	110
	Departure	60	5	65	34	99
	Total	121	10	131	78	209
	West Leg					
	Approach	52	4	56	34	90
	Departure	49	4	53	44	97
	Total	101	8	109	78	187
	Total Approaches					
	Approach	124	10	134	78	212
	Departure	124	10	134	78	212
	Total	248	20	268	156	424

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>1 Rubidoux Boulevard/20th Street - Market Street</b>					
NBL	32	3	35	0	35
NBT	333	27	360	0	360
NBR	478	38	516	31	547
SBL	441	35	476	0	476
SBT	519	42	561	0	561
SBR	19	2	21	0	21
EBL	33	3	36	0	36
EBT	54	4	58	0	58
EBR	16	1	17	0	17
WBL	378	30	408	71	479
WBT	47	4	51	0	51
WBR	429	34	463	0	463
North Leg					
Approach	979	79	1,058	0	1,058
Departure	795	64	859	0	859
Total	1,774	143	1,917	0	1,917
South Leg					
Approach	843	68	911	31	942
Departure	913	73	986	71	1,057
Total	1,756	141	1,897	102	1,999
East Leg					
Approach	854	68	922	71	993
Departure	973	77	1,050	31	1,081
Total	1,827	145	1,972	102	2,074
West Leg					
Approach	103	8	111	0	111
Departure	98	9	107	0	107
Total	201	17	218	0	218
Total Approaches					
Approach	2,779	223	3,002	102	3,104
Departure	2,779	223	3,002	102	3,104
Total	5,558	446	6,004	204	6,208

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>2 Rubidoux Boulevard/28th Street</b>					
NBL	26	2	28	0	28
NBT	836	67	903	31	934
NBR	38	3	41	0	41
SBL	6	0	6	0	6
SBT	707	57	764	71	835
SBR	10	1	11	0	11
EBL	43	3	46	0	46
EBT	29	2	31	0	31
EBR	16	1	17	0	17
WBL	58	5	63	0	63
WBT	16	1	17	0	17
WBR	15	1	16	0	16
North Leg					
Approach	723	58	781	71	852
Departure	894	71	965	31	996
Total	1,617	129	1,746	102	1,848
South Leg					
Approach	900	72	972	31	1,003
Departure	781	63	844	71	915
Total	1,681	135	1,816	102	1,918
East Leg					
Approach	89	7	96	0	96
Departure	73	5	78	0	78
Total	162	12	174	0	174
West Leg					
Approach	88	6	94	0	94
Departure	52	4	56	0	56
Total	140	10	150	0	150
Total Approaches					
Approach	1,800	143	1,943	102	2,045
Departure	1,800	143	1,943	102	2,045
Total	3,600	286	3,886	204	4,090

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>3</b>	<b>Rubidoux Boulevard/30th Street - State Route 60 Westbound Off-Ramp</b>				
NBL	47	4	51	0	51
NBT	890	71	961	29	990
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	837	67	904	64	968
SBR	15	1	16	0	16
EBL	27	2	29	0	29
EBT	0	0	0	0	0
EBR	154	12	166	0	166
WBL	481	38	519	0	519
WBT	91	7	98	0	98
WBR	85	7	92	0	92
North Leg					
Approach	852	68	920	64	984
Departure	1,002	80	1,082	29	1,111
Total	1,854	148	2,002	93	2,095
South Leg					
Approach	937	75	1,012	29	1,041
Departure	1,472	117	1,589	64	1,653
Total	2,409	192	2,601	93	2,694
East Leg					
Approach	657	52	709	0	709
Departure	0	0	0	0	0
Total	657	52	709	0	709
West Leg					
Approach	181	14	195	0	195
Departure	153	12	165	0	165
Total	334	26	360	0	360
Total Approaches					
Approach	2,627	209	2,836	93	2,929
Departure	2,627	209	2,836	93	2,929
Total	5,254	418	5,672	186	5,858



**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>4 Rubidoux Boulevard/State Route 60 Westbound On-Ramp</b>					
NBL	212	17	229	0	229
NBT	937	75	1,012	29	1,041
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	970	78	1,048	19	1,067
SBR	502	40	542	47	589
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	1,472	118	1,590	66	1,656
Departure	937	75	1,012	29	1,041
Total	2,409	193	2,602	95	2,697
South Leg					
Approach	1,149	92	1,241	29	1,270
Departure	970	78	1,048	19	1,067
Total	2,119	170	2,289	48	2,337
East Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
West Leg					
Approach	0	0	0	0	0
Departure	714	57	771	47	818
Total	714	57	771	47	818
Total Approaches					
Approach	2,621	210	2,831	95	2,926
Departure	2,621	210	2,831	95	2,926
Total	5,242	420	5,662	190	5,852



**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>5 Rubidoux Boulevard/State Route 60 Eastbound Off-Ramp - Frontage Rd</b>					
NBL	0	0	0	0	0
NBT	594	48	642	8	650
NBR	246	20	266	0	266
SBL	89	7	96	0	96
SBT	881	70	951	19	970
SBR	0	0	0	0	0
EBL	552	44	596	20	616
EBT	39	3	42	0	42
EBR	378	30	408	0	408
WBL	14	1	15	0	15
WBT	0	0	0	0	0
WBR	3	0	3	0	3
North Leg					
Approach	970	77	1,047	19	1,066
Departure	1,149	92	1,241	28	1,269
Total	2,119	169	2,288	47	2,335
South Leg					
Approach	840	68	908	8	916
Departure	1,273	101	1,374	19	1,393
Total	2,113	169	2,282	27	2,309
East Leg					
Approach	17	1	18	0	18
Departure	374	30	404	0	404
Total	391	31	422	0	422
West Leg					
Approach	969	77	1,046	20	1,066
Departure	0	0	0	0	0
Total	969	77	1,046	20	1,066
Total Approaches					
Approach	2,796	223	3,019	47	3,066
Departure	2,796	223	3,019	47	3,066
Total	5,592	446	6,038	94	6,132

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>6 Agua Mansa Road/Market Street</b>					
NBL	0	0	0	0	0
NBT	2	0	2	0	2
NBR	1	0	1	0	1
SBL	146	12	158	64	222
SBT	1	0	1	0	1
SBR	345	28	373	71	444
EBL	500	40	540	31	571
EBT	472	38	510	0	510
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	509	41	550	0	550
WBR	206	16	222	29	251
North Leg					
Approach	492	40	532	135	667
Departure	708	56	764	60	824
Total	1,200	96	1,296	195	1,491
South Leg					
Approach	3	0	3	0	3
Departure	1	0	1	0	1
Total	4	0	4	0	4
East Leg					
Approach	715	57	772	29	801
Departure	619	50	669	64	733
Total	1,334	107	1,441	93	1,534
West Leg					
Approach	972	78	1,050	31	1,081
Departure	854	69	923	71	994
Total	1,826	147	1,973	102	2,075
Total Approaches					
Approach	2,182	175	2,357	195	2,552
Departure	2,182	175	2,357	195	2,552
Total	4,364	350	4,714	390	5,104

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>7</b>	<b>24th Street/Via Cerro</b>				
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	12	1	13	0	13
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	212	17	229	0	229
EBR	5	0	5	0	5
WBL	15	1	16	0	16
WBT	65	5	70	0	70
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	12	1	13	0	13
Departure	20	1	21	0	21
Total	32	2	34	0	34
East Leg					
Approach	80	6	86	0	86
Departure	224	18	242	0	242
Total	304	24	328	0	328
West Leg					
Approach	217	17	234	0	234
Departure	65	5	70	0	70
Total	282	22	304	0	304
Total Approaches					
Approach	309	24	333	0	333
Departure	309	24	333	0	333
Total	618	48	666	0	666

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>8 Market Street/Via Cerro</b>					
NBL	50	4	54	0	54
NBT	690	55	745	26	771
NBR	55	4	59	0	59
SBL	11	1	12	0	12
SBT	606	48	654	59	713
SBR	2	0	2	0	2
EBL	3	0	3	0	3
EBT	12	1	13	0	13
EBR	209	17	226	0	226
WBL	216	17	233	0	233
WBT	28	2	30	0	30
WBR	25	2	27	0	27
North Leg					
Approach	619	49	668	59	727
Departure	718	57	775	26	801
Total	1,337	106	1,443	85	1,528
South Leg					
Approach	795	63	858	26	884
Departure	1,031	82	1,113	59	1,172
Total	1,826	145	1,971	85	2,056
East Leg					
Approach	269	21	290	0	290
Departure	78	6	84	0	84
Total	347	27	374	0	374
West Leg					
Approach	224	18	242	0	242
Departure	80	6	86	0	86
Total	304	24	328	0	328
Total Approaches					
Approach	1,907	151	2,058	85	2,143
Departure	1,907	151	2,058	85	2,143
Total	3,814	302	4,116	170	4,286

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		PM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>9</b>	<b>Market Street/Rivera Street</b>					
	NBL	9	1	10	0	10
	NBT	685	55	740	23	763
	NBR	243	19	262	0	262
	SBL	83	7	90	7	97
	SBT	841	67	908	52	960
	SBR	1	0	1	0	1
	EBL	2	0	2	0	2
	EBT	16	1	17	0	17
	EBR	83	7	90	0	90
	WBL	252	20	272	0	272
	WBT	1	0	1	0	1
	WBR	40	3	43	3	46
	North Leg					
	Approach	925	74	999	59	1,058
	Departure	727	58	785	26	811
	Total	1,652	132	1,784	85	1,869
	South Leg					
	Approach	937	75	1,012	23	1,035
	Departure	1,176	94	1,270	52	1,322
	Total	2,113	169	2,282	75	2,357
	East Leg					
	Approach	293	23	316	3	319
	Departure	342	27	369	7	376
	Total	635	50	685	10	695
	West Leg					
	Approach	101	8	109	0	109
	Departure	11	1	12	0	12
	Total	112	9	121	0	121
	Total Approaches					
	Approach	2,256	180	2,436	85	2,521
	Departure	2,256	180	2,436	85	2,521
	Total	4,512	360	4,872	170	5,042



**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>10</b>	<b>Market Street/State Route 60 Westbound Ramps</b>				
NBL	504	40	544	0	544
NBT	373	30	403	5	408
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	986	79	1,065	52	1,117
SBR	190	15	205	0	205
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	71	6	77	0	77
WBT	0	0	0	0	0
WBR	563	45	608	17	625
North Leg					
Approach	1,176	94	1,270	52	1,322
Departure	936	75	1,011	22	1,033
Total	2,112	169	2,281	74	2,355
South Leg					
Approach	877	70	947	5	952
Departure	1,057	85	1,142	52	1,194
Total	1,934	155	2,089	57	2,146
East Leg					
Approach	634	51	685	17	702
Departure	0	0	0	0	0
Total	634	51	685	17	702
West Leg					
Approach	0	0	0	0	0
Departure	694	55	749	0	749
Total	694	55	749	0	749
Total Approaches					
Approach	2,687	215	2,902	74	2,976
Departure	2,687	215	2,902	74	2,976
Total	5,374	430	5,804	148	5,952

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>11 Market Street/State Route 60 Eastbound Ramps</b>					
NBL	0	0	0	0	0
NBT	767	61	828	5	833
NBR	65	5	70	0	70
SBL	421	34	455	40	495
SBT	636	51	687	12	699
SBR	0	0	0	0	0
EBL	110	9	119	0	119
EBT	0	0	0	0	0
EBR	919	74	993	0	993
WBL	0	0	0	0	0
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	1,057	85	1,142	52	1,194
Departure	877	70	947	5	952
Total	1,934	155	2,089	57	2,146
South Leg					
Approach	832	66	898	5	903
Departure	1,555	125	1,680	12	1,692
Total	2,387	191	2,578	17	2,595
East Leg					
Approach	0	0	0	0	0
Departure	486	39	525	40	565
Total	486	39	525	40	565
West Leg					
Approach	1,029	83	1,112	0	1,112
Departure	0	0	0	0	0
Total	1,029	83	1,112	0	1,112
Total Approaches					
Approach	2,918	234	3,152	57	3,209
Departure	2,918	234	3,152	57	3,209
Total	5,836	468	6,304	114	6,418



**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		PM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>12</b>	<b>Riverside Avenue/Agua Mansa Road</b>					
	NBL	149	12	161	3	164
	NBT	767	61	828	0	828
	NBR	78	6	84	0	84
	SBL	116	9	125	0	125
	SBT	973	78	1,051	0	1,051
	SBR	131	10	141	13	154
	EBL	170	14	184	32	216
	EBT	433	35	468	0	468
	EBR	170	14	184	7	191
	WBL	73	6	79	0	79
	WBT	173	14	187	0	187
	WBR	75	6	81	0	81
	North Leg					
	Approach	1,220	97	1,317	13	1,330
	Departure	1,012	81	1,093	32	1,125
	Total	2,232	178	2,410	45	2,455
	South Leg					
	Approach	994	79	1,073	3	1,076
	Departure	1,216	98	1,314	7	1,321
	Total	2,210	177	2,387	10	2,397
	East Leg					
	Approach	321	26	347	0	347
	Departure	627	50	677	0	677
	Total	948	76	1,024	0	1,024
	West Leg					
	Approach	773	63	836	39	875
	Departure	453	36	489	16	505
	Total	1,226	99	1,325	55	1,380
	Total Approaches					
	Approach	3,308	265	3,573	55	3,628
	Departure	3,308	265	3,573	55	3,628
	Total	6,616	530	7,146	110	7,256

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		PM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>13</b>	<b>Agua Mansa Road/Hall Avenue</b>					
NBL		45	4	49	21	70
NBT		713	57	770	25	795
NBR		0	0	0	0	0
SBL		0	0	0	0	0
SBT		403	32	435	0	435
SBR		15	1	16	15	31
EBL		17	1	18	12	30
EBT		0	0	0	0	0
EBR		33	3	36	79	115
WBL		0	0	0	0	0
WBT		0	0	0	0	0
WBR		0	0	0	0	0
North Leg						
	Approach	418	33	451	15	466
	Departure	730	58	788	37	825
	Total	1,148	91	1,239	52	1,291
South Leg						
	Approach	758	61	819	46	865
	Departure	436	35	471	79	550
	Total	1,194	96	1,290	125	1,415
East Leg						
	Approach	0	0	0	0	0
	Departure	0	0	0	0	0
	Total	0	0	0	0	0
West Leg						
	Approach	50	4	54	91	145
	Departure	60	5	65	36	101
	Total	110	9	119	127	246
Total Approaches						
	Approach	1,226	98	1,324	152	1,476
	Departure	1,226	98	1,324	152	1,476
	Total	2,452	196	2,648	304	2,952

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		PM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>14</b>	<b>Agua Mansa Road/Brown Avenue</b>					
	NBL	7	1	8	40	48
	NBT	611	49	660	21	681
	NBR	12	1	13	0	13
	SBL	36	3	39	0	39
	SBT	397	32	429	79	508
	SBR	3	0	3	0	3
	EBL	11	1	12	25	37
	EBT	3	0	3	0	3
	EBR	11	1	12	57	69
	WBL	27	2	29	0	29
	WBT	3	0	3	0	3
	WBR	136	11	147	0	147
	<b>North Leg</b>					
	Approach	436	35	471	79	550
	Departure	758	61	819	46	865
	<b>Total</b>	<b>1,194</b>	<b>96</b>	<b>1,290</b>	<b>125</b>	<b>1,415</b>
	<b>South Leg</b>					
	Approach	630	51	681	61	742
	Departure	435	35	470	136	606
	<b>Total</b>	<b>1,065</b>	<b>86</b>	<b>1,151</b>	<b>197</b>	<b>1,348</b>
	<b>East Leg</b>					
	Approach	166	13	179	0	179
	Departure	51	4	55	0	55
	<b>Total</b>	<b>217</b>	<b>17</b>	<b>234</b>	<b>0</b>	<b>234</b>
	<b>West Leg</b>					
	Approach	25	2	27	82	109
	Departure	13	1	14	40	54
	<b>Total</b>	<b>38</b>	<b>3</b>	<b>41</b>	<b>122</b>	<b>163</b>
	<b>Total Approaches</b>					
	Approach	1,257	101	1,358	222	1,580
	Departure	1,257	101	1,358	222	1,580
	<b>Total</b>	<b>2,514</b>	<b>202</b>	<b>2,716</b>	<b>444</b>	<b>3,160</b>

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		PM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>15</b>	<b>Agua Mansa Road/Transfer Station Driveway</b>					
	NBL	0	0	0	0	0
	NBT	588	47	635	61	696
	NBR	61	5	66	0	66
	SBL	20	2	22	0	22
	SBT	403	32	435	136	571
	SBR	0	0	0	0	0
	EBL	0	0	0	0	0
	EBT	0	0	0	0	0
	EBR	0	0	0	0	0
	WBL	30	2	32	0	32
	WBT	0	0	0	0	0
	WBR	27	2	29	0	29
	<b>North Leg</b>					
	Approach	423	34	457	136	593
	Departure	615	49	664	61	725
	<b>Total</b>	<b>1,038</b>	<b>83</b>	<b>1,121</b>	<b>197</b>	<b>1,318</b>
	<b>South Leg</b>					
	Approach	649	52	701	61	762
	Departure	433	34	467	136	603
	<b>Total</b>	<b>1,082</b>	<b>86</b>	<b>1,168</b>	<b>197</b>	<b>1,365</b>
	<b>East Leg</b>					
	Approach	57	4	61	0	61
	Departure	81	7	88	0	88
	<b>Total</b>	<b>138</b>	<b>11</b>	<b>149</b>	<b>0</b>	<b>149</b>
	<b>West Leg</b>					
	Approach	0	0	0	0	0
	Departure	0	0	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>Total Approaches</b>					
	Approach	1,129	90	1,219	197	1,416
	Departure	1,129	90	1,219	197	1,416
	<b>Total</b>	<b>2,258</b>	<b>180</b>	<b>2,438</b>	<b>394</b>	<b>2,832</b>

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		PM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>16</b>	<b>Project Driveway 1/Hall Avenue</b>					
	NBL	0	0	0	0	0
	NBT	0	0	0	0	0
	NBR	0	0	0	0	0
	SBL	0	0	0	18	18
	SBT	0	0	0	0	0
	SBR	0	0	0	8	8
	EBL	0	0	0	3	3
	EBT	34	3	37	10	47
	EBR	0	0	0	0	0
	WBL	0	0	0	0	0
	WBT	74	6	80	23	103
	WBR	0	0	0	22	22
	<b>North Leg</b>					
	Approach	0	0	0	26	26
	Departure	0	0	0	25	25
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>51</b>
	<b>South Leg</b>					
	Approach	0	0	0	0	0
	Departure	0	0	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
	<b>East Leg</b>					
	Approach	74	6	80	45	125
	Departure	34	3	37	28	65
	<b>Total</b>	<b>108</b>	<b>9</b>	<b>117</b>	<b>73</b>	<b>190</b>
	<b>West Leg</b>					
	Approach	34	3	37	13	50
	Departure	74	6	80	31	111
	<b>Total</b>	<b>108</b>	<b>9</b>	<b>117</b>	<b>44</b>	<b>161</b>
	<b>Total Approaches</b>					
	Approach	108	9	117	84	201
	Departure	108	9	117	84	201
	<b>Total</b>	<b>216</b>	<b>18</b>	<b>234</b>	<b>168</b>	<b>402</b>

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		PM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>17</b>	<b>Project Driveway 2/Hall Avenue</b>					
	NBL	0	0	0	0	0
	NBT	0	0	0	0	0
	NBR	0	0	0	0	0
	SBL	0	0	0	20	20
	SBT	0	0	0	0	0
	SBR	0	0	0	5	5
	EBL	0	0	0	2	2
	EBT	34	3	37	26	63
	EBR	0	0	0	0	0
	WBL	0	0	0	0	0
	WBT	74	6	80	40	120
	WBR	0	0	0	9	9
	<b>North Leg</b>					
	Approach	0	0	0	25	25
	Departure	0	0	0	11	11
	Total	0	0	0	36	36
	<b>South Leg</b>					
	Approach	0	0	0	0	0
	Departure	0	0	0	0	0
	Total	0	0	0	0	0
	<b>East Leg</b>					
	Approach	74	6	80	49	129
	Departure	34	3	37	46	83
	Total	108	9	117	95	212
	<b>West Leg</b>					
	Approach	34	3	37	28	65
	Departure	74	6	80	45	125
	Total	108	9	117	73	190
	<b>Total Approaches</b>					
	Approach	108	9	117	102	219
	Departure	108	9	117	102	219
	Total	216	18	234	204	438

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>18</b>	<b>Project Driveway 3 - Brown Avenue/Hall Avenue</b>				
NBL	7	1	8	25	33
NBT	0	0	0	15	15
NBR	8	1	9	0	9
SBL	0	0	0	53	53
SBT	0	0	0	80	80
SBR	0	0	0	11	11
EBL	0	0	0	8	8
EBT	30	2	32	38	70
EBR	4	0	4	0	4
WBL	3	0	3	0	3
WBT	67	5	72	13	85
WBR	0	0	0	11	11
North Leg					
Approach	0	0	0	144	144
Departure	0	0	0	34	34
Total	0	0	0	178	178
South Leg					
Approach	15	2	17	40	57
Departure	7	0	7	80	87
Total	22	2	24	120	144
East Leg					
Approach	70	5	75	24	99
Departure	38	3	41	91	132
Total	108	8	116	115	231
West Leg					
Approach	34	2	36	46	82
Departure	74	6	80	49	129
Total	108	8	116	95	211
Total Approaches					
Approach	119	9	128	254	382
Departure	119	9	128	254	382
Total	238	18	256	508	764

Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary

		PM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>19</b>	<b>Project Driveway 4/Hall Avenue</b>					
	NBL	0	0	0	0	0
	NBT	0	0	0	0	0
	NBR	0	0	0	0	0
	SBL	0	0	0	0	0
	SBT	0	0	0	0	0
	SBR	0	0	0	7	7
	EBL	0	0	0	0	0
	EBT	50	4	54	91	145
	EBR	0	0	0	0	0
	WBL	0	0	0	0	0
	WBT	60	5	65	17	82
	WBR	0	0	0	19	19
	North Leg					
	Approach	0	0	0	7	7
	Departure	0	0	0	19	19
	Total	0	0	0	26	26
	South Leg					
	Approach	0	0	0	0	0
	Departure	0	0	0	0	0
	Total	0	0	0	0	0
	East Leg					
	Approach	60	5	65	36	101
	Departure	50	4	54	91	145
	Total	110	9	119	127	246
	West Leg					
	Approach	50	4	54	91	145
	Departure	60	5	65	24	89
	Total	110	9	119	115	234
	Total Approaches					
	Approach	110	9	119	134	253
	Departure	110	9	119	134	253
	Total	220	18	238	268	506



Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary

		PM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>20</b>	<b>Driveway C1/Hall Avenue</b>					
	NBL	0	0	0	0	0
	NBT	0	0	0	0	0
	NBR	1	0	1	0	1
	SBL	0	0	0	0	0
	SBT	0	0	0	0	0
	SBR	0	0	0	0	0
	EBL	0	0	0	0	0
	EBT	37	3	40	14	54
	EBR	0	0	0	0	0
	WBL	0	0	0	0	0
	WBT	76	6	82	31	113
	WBR	0	0	0	0	0
	North Leg					
	Approach	0	0	0	0	0
	Departure	0	0	0	0	0
	Total	0	0	0	0	0
	South Leg					
	Approach	1	0	1	0	1
	Departure	0	0	0	0	0
	Total	1	0	1	0	1
	East Leg					
	Approach	76	6	82	31	113
	Departure	38	3	41	14	55
	Total	114	9	123	45	168
	West Leg					
	Approach	37	3	40	14	54
	Departure	76	6	82	31	113
	Total	113	9	122	45	167
	Total Approaches					
	Approach	114	9	123	45	168
	Departure	114	9	123	45	168
	Total	228	18	246	90	336

**Table C-2 - Proj Comp Year (2022) Peak Hour PCE Volume Summary**

		PM Peak Hour				
		Existing (2018) PCE	2018- 2022 Growth	OY Without Project	Net Project Trips	OY With Project
<b>21</b>	<b>Driveway C2/Hall Avenue</b>					
	NBL	2	0	2	0	2
	NBT	0	0	0	0	0
	NBR	11	1	12	0	12
	SBL	0	0	0	0	0
	SBT	0	0	0	0	0
	SBR	0	0	0	0	0
	EBL	0	0	0	0	0
	EBT	52	4	56	94	150
	EBR	0	0	0	0	0
	WBL	6	0	6	0	6
	WBT	66	5	71	24	95
	WBR	0	0	0	0	0
	North Leg					
	Approach	0	0	0	0	0
	Departure	0	0	0	0	0
	Total	0	0	0	0	0
	South Leg					
	Approach	13	1	14	0	14
	Departure	6	0	6	0	6
	Total	19	1	20	0	20
	East Leg					
	Approach	72	5	77	24	101
	Departure	63	5	68	94	162
	Total	135	10	145	118	263
	West Leg					
	Approach	52	4	56	94	150
	Departure	68	5	73	24	97
	Total	120	9	129	118	247
	Total Approaches					
	Approach	137	10	147	118	265
	Departure	137	10	147	118	265
	Total	274	20	294	236	530

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>1 Rubidoux Boulevard/20th Street - Market Street</b>					
NBL	31	150	181	0	181
NBT	220	604	824	0	824
NBR	228	62	290	73	363
SBL	544	139	683	0	683
SBT	592	250	842	0	842
SBR	17	36	53	0	53
EBL	36	64	100	0	100
EBT	65	187	252	0	252
EBR	24	167	191	0	191
WBL	370	28	398	20	418
WBT	66	109	175	0	175
WBR	366	342	708	0	708
<b>North Leg</b>					
Approach	1,153	425	1,578	0	1,578
Departure	622	1,010	1,632	0	1,632
Total	1,775	1,435	3,210	0	3,210
<b>South Leg</b>					
Approach	479	816	1,295	73	1,368
Departure	986	445	1,431	20	1,451
Total	1,465	1,261	2,726	93	2,819
<b>East Leg</b>					
Approach	802	479	1,281	20	1,301
Departure	837	388	1,225	73	1,298
Total	1,639	867	2,506	93	2,599
<b>West Leg</b>					
Approach	125	418	543	0	543
Departure	114	295	409	0	409
Total	239	713	952	0	952
<b>Total Approaches</b>					
Approach	2,559	2,138	4,697	93	4,790
Departure	2,559	2,138	4,697	93	4,790
Total	5,118	4,276	9,394	186	9,580

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>2 Rubidoux Boulevard/28th Street</b>					
NBL	14	147	161	0	161
NBT	500	954	1,454	73	1,527
NBR	21	0	21	0	21
SBL	8	0	8	0	8
SBT	764	411	1,175	20	1,195
SBR	21	23	44	0	44
EBL	15	29	44	0	44
EBT	13	0	13	0	13
EBR	17	121	138	0	138
WBL	39	0	39	0	39
WBT	15	0	15	0	15
WBR	5	0	5	0	5
<b>North Leg</b>					
Approach	793	434	1,227	20	1,247
Departure	520	983	1,503	73	1,576
Total	1,313	1,417	2,730	93	2,823
<b>South Leg</b>					
Approach	535	1,101	1,636	73	1,709
Departure	820	532	1,352	20	1,372
Total	1,355	1,633	2,988	93	3,081
<b>East Leg</b>					
Approach	59	0	59	0	59
Departure	42	0	42	0	42
Total	101	0	101	0	101
<b>West Leg</b>					
Approach	45	150	195	0	195
Departure	50	170	220	0	220
Total	95	320	415	0	415
<b>Total Approaches</b>					
Approach	1,432	1,685	3,117	93	3,210
Departure	1,432	1,685	3,117	93	3,210
Total	2,864	3,370	6,234	186	6,420

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>3 Rubidoux Boulevard/30th Street - State Route 60 Westbound Off-R</b>					
NBL	71	3	74	0	74
NBT	559	887	1,446	66	1,512
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	903	530	1,433	19	1,452
SBR	18	1	19	0	19
EBL	24	7	31	0	31
EBT	0	0	0	0	0
EBR	195	30	225	0	225
WBL	357	15	372	0	372
WBT	112	3	115	0	115
WBR	68	212	280	0	280
<b>North Leg</b>					
Approach	921	531	1,452	19	1,471
Departure	651	1,106	1,757	66	1,823
Total	1,572	1,637	3,209	85	3,294
<b>South Leg</b>					
Approach	630	890	1,520	66	1,586
Departure	1,455	575	2,030	19	2,049
Total	2,085	1,465	3,550	85	3,635
<b>East Leg</b>					
Approach	537	230	767	0	767
Departure	0	0	0	0	0
Total	537	230	767	0	767
<b>West Leg</b>					
Approach	219	37	256	0	256
Departure	201	7	208	0	208
Total	420	44	464	0	464
<b>Total Approaches</b>					
Approach	2,307	1,688	3,995	85	4,080
Departure	2,307	1,688	3,995	85	4,080
Total	4,614	3,376	7,990	170	8,160

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year 2022	Project Trips	Without Project	Project Trips	With Project
<b>4 Rubidoux Boulevard/State Route 60 Westbound On-Ramp</b>					
NBL	374	6	380	0	380
NBT	631	890	1,521	66	1,587
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	822	208	1,030	5	1,035
SBR	634	369	1,003	13	1,016
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	0	0	0	0	0
WBR	0	0	0	0	0
<b>North Leg</b>					
Approach	1,456	577	2,033	18	2,051
Departure	631	890	1,521	66	1,587
Total	2,087	1,467	3,554	84	3,638
<b>South Leg</b>					
Approach	1,005	896	1,901	66	1,967
Departure	822	208	1,030	5	1,035
Total	1,827	1,104	2,931	71	3,002
<b>East Leg</b>					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
<b>West Leg</b>					
Approach	0	0	0	0	0
Departure	1,008	375	1,383	13	1,396
Total	1,008	375	1,383	13	1,396
<b>Total Approaches</b>					
Approach	2,461	1,473	3,934	84	4,018
Departure	2,461	1,473	3,934	84	4,018
Total	4,922	2,946	7,868	168	8,036

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>5 Rubidoux Boulevard/State Route 60 Eastbound Off-Ramp - Frontag</b>					
NBL	0	0	0	0	0
NBT	632	159	791	19	810
NBR	550	12	562	0	562
SBL	180	88	268	0	268
SBT	642	120	762	5	767
SBR	0	0	0	0	0
EBL	368	737	1,105	47	1,152
EBT	11	0	11	0	11
EBR	228	2	230	0	230
WBL	11	0	11	0	11
WBT	0	0	0	0	0
WBR	4	0	4	0	4
North Leg					
Approach	822	208	1,030	5	1,035
Departure	1,004	896	1,900	66	1,966
Total	1,826	1,104	2,930	71	3,001
South Leg					
Approach	1,182	171	1,353	19	1,372
Departure	881	122	1,003	5	1,008
Total	2,063	293	2,356	24	2,380
East Leg					
Approach	15	0	15	0	15
Departure	741	100	841	0	841
Total	756	100	856	0	856
West Leg					
Approach	607	739	1,346	47	1,393
Departure	0	0	0	0	0
Total	607	739	1,346	47	1,393
Total Approaches					
Approach	2,626	1,118	3,744	71	3,815
Departure	2,626	1,118	3,744	71	3,815
Total	5,252	2,236	7,488	142	7,630

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>6 Agua Mansa Road/Market Street</b>					
NBL	6	0	6	0	6
NBT	1	0	1	0	1
NBR	3	0	3	0	3
SBL	172	66	238	19	257
SBT	1	0	1	0	1
SBR	372	22	394	20	414
EBL	272	67	339	73	412
EBT	558	321	879	0	879
EBR	6	0	6	0	6
WBL	3	0	3	0	3
WBT	424	456	880	0	880
WBR	202	213	415	66	481
<b>North Leg</b>					
Approach	545	88	633	39	672
Departure	475	280	755	139	894
Total	1,020	368	1,388	178	1,566
<b>South Leg</b>					
Approach	10	0	10	0	10
Departure	10	0	10	0	10
Total	20	0	20	0	20
<b>East Leg</b>					
Approach	629	669	1,298	66	1,364
Departure	733	387	1,120	19	1,139
Total	1,362	1,056	2,418	85	2,503
<b>West Leg</b>					
Approach	836	388	1,224	73	1,297
Departure	802	478	1,280	20	1,300
Total	1,638	866	2,504	93	2,597
<b>Total Approaches</b>					
Approach	2,020	1,145	3,165	178	3,343
Departure	2,020	1,145	3,165	178	3,343
Total	4,040	2,290	6,330	356	6,686



**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year 2022	Project Trips	Without Project	Project Trips	With Project
<b>7 24th Street/Via Cerro</b>					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	19	0	19	0	19
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	195	7	202	0	202
EBR	3	0	3	0	3
WBL	24	0	24	0	24
WBT	30	11	41	0	41
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	19	0	19	0	19
Departure	27	0	27	0	27
Total	46	0	46	0	46
East Leg					
Approach	54	11	65	0	65
Departure	214	7	221	0	221
Total	268	18	286	0	286
West Leg					
Approach	198	7	205	0	205
Departure	30	11	41	0	41
Total	228	18	246	0	246
Total Approaches					
Approach	271	18	289	0	289
Departure	271	18	289	0	289
Total	542	36	578	0	578

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year 2022	Project Trips	Without Project	Project Trips	With Project
<b>8 Market Street/Via Cerro</b>					
NBL	39	10	49	0	49
NBT	672	672	1,344	60	1,404
NBR	157	35	192	0	192
SBL	28	0	28	0	28
SBT	713	389	1,102	17	1,119
SBR	3	0	3	0	3
EBL	2	0	2	0	2
EBT	30	4	34	0	34
EBR	181	3	184	0	184
WBL	113	13	126	0	126
WBT	12	1	13	0	13
WBR	26	0	26	0	26
<b>North Leg</b>					
Approach	744	389	1,133	17	1,150
Departure	700	672	1,372	60	1,432
Total	1,444	1,061	2,505	77	2,582
<b>South Leg</b>					
Approach	868	717	1,585	60	1,645
Departure	1,007	405	1,412	17	1,429
Total	1,875	1,122	2,997	77	3,074
<b>East Leg</b>					
Approach	151	14	165	0	165
Departure	215	39	254	0	254
Total	366	53	419	0	419
<b>West Leg</b>					
Approach	213	7	220	0	220
Departure	54	11	65	0	65
Total	267	18	285	0	285
<b>Total Approaches</b>					
Approach	1,976	1,127	3,103	77	3,180
Departure	1,976	1,127	3,103	77	3,180
Total	3,952	2,254	6,206	154	6,360

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>9 Market Street/Rivera Street</b>					
NBL	38	0	38	0	38
NBT	783	720	1,503	54	1,557
NBR	278	0	278	0	278
SBL	51	12	63	2	65
SBT	887	402	1,289	15	1,304
SBR	3	0	3	0	3
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	9	0	9	0	9
WBL	308	0	308	0	308
WBT	0	0	0	0	0
WBR	36	12	48	7	55
North Leg					
Approach	941	414	1,355	17	1,372
Departure	819	732	1,551	61	1,612
Total	1,760	1,146	2,906	78	2,984
South Leg					
Approach	1,099	720	1,819	54	1,873
Departure	1,204	402	1,606	15	1,621
Total	2,303	1,122	3,425	69	3,494
East Leg					
Approach	344	12	356	7	363
Departure	329	12	341	2	343
Total	673	24	697	9	706
West Leg					
Approach	9	0	9	0	9
Departure	41	0	41	0	41
Total	50	0	50	0	50
Total Approaches					
Approach	2,393	1,146	3,539	78	3,617
Departure	2,393	1,146	3,539	78	3,617
Total	4,786	2,292	7,078	156	7,234

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>10 Market Street/State Route 60 Westbound Ramps</b>					
NBL	217	9	226	0	226
NBT	334	154	488	12	500
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	1,041	386	1,427	15	1,442
SBR	162	16	178	0	178
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	102	0	102	0	102
WBT	0	0	0	0	0
WBR	765	567	1,332	40	1,372
North Leg					
Approach	1,203	402	1,605	15	1,620
Departure	1,099	721	1,820	52	1,872
Total	2,302	1,123	3,425	67	3,492
South Leg					
Approach	551	163	714	12	726
Departure	1,143	386	1,529	15	1,544
Total	1,694	549	2,243	27	2,270
East Leg					
Approach	867	567	1,434	40	1,474
Departure	0	0	0	0	0
Total	867	567	1,434	40	1,474
West Leg					
Approach	0	0	0	0	0
Departure	379	25	404	0	404
Total	379	25	404	0	404
Total Approaches					
Approach	2,621	1,132	3,753	67	3,820
Departure	2,621	1,132	3,753	67	3,820
Total	5,242	2,264	7,506	134	7,640

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>11 Market Street/State Route 60 Eastbound Ramps</b>					
NBL	0	0	0	0	0
NBT	447	137	584	12	596
NBR	152	0	152	0	152
SBL	643	305	948	12	960
SBT	500	83	583	4	587
SBR	0	0	0	0	0
EBL	104	26	130	0	130
EBT	0	0	0	0	0
EBR	772	27	799	0	799
WBL	0	0	0	0	0
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	1,143	388	1,531	16	1,547
Departure	551	163	714	12	726
Total	1,694	551	2,245	28	2,273
South Leg					
Approach	599	137	736	12	748
Departure	1,272	110	1,382	4	1,386
Total	1,871	247	2,118	16	2,134
East Leg					
Approach	0	0	0	0	0
Departure	795	305	1,100	12	1,112
Total	795	305	1,100	12	1,112
West Leg					
Approach	876	53	929	0	929
Departure	0	0	0	0	0
Total	876	53	929	0	929
Total Approaches					
Approach	2,618	578	3,196	28	3,224
Departure	2,618	578	3,196	28	3,224
Total	5,236	1,156	6,392	56	6,448

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year 2022	Project Trips	Without Project	Project Trips	With Project
<b>12 Riverside Avenue/Agua Mansa Road</b>					
NBL	160	74	234	7	241
NBT	726	65	791	0	791
NBR	54	5	59	0	59
SBL	82	19	101	0	101
SBT	1,057	90	1,147	0	1,147
SBR	175	118	293	32	325
EBL	174	42	216	8	224
EBT	197	23	220	0	220
EBR	124	26	150	2	152
WBL	145	6	151	0	151
WBT	415	65	480	0	480
WBR	121	9	130	0	130
<b>North Leg</b>					
Approach	1,314	227	1,541	32	1,573
Departure	1,021	116	1,137	8	1,145
Total	2,335	343	2,678	40	2,718
<b>South Leg</b>					
Approach	940	144	1,084	7	1,091
Departure	1,326	122	1,448	2	1,450
Total	2,266	266	2,532	9	2,541
<b>East Leg</b>					
Approach	681	80	761	0	761
Departure	333	47	380	0	380
Total	1,014	127	1,141	0	1,141
<b>West Leg</b>					
Approach	495	91	586	10	596
Departure	750	257	1,007	39	1,046
Total	1,245	348	1,593	49	1,642
<b>Total Approaches</b>					
Approach	3,430	542	3,972	49	4,021
Departure	3,430	542	3,972	49	4,021
Total	6,860	1,084	7,944	98	8,042

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>13 Agua Mansa Road/Hall Avenue</b>					
NBL	30	95	125	48	173
NBT	401	128	529	6	535
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	519	41	560	0	560
SBR	38	0	38	37	75
EBL	24	0	24	4	28
EBT	0	0	0	0	0
EBR	40	30	70	24	94
WBL	0	0	0	0	0
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	557	41	598	37	635
Departure	425	128	553	10	563
Total	982	169	1,151	47	1,198
South Leg					
Approach	431	223	654	54	708
Departure	559	71	630	24	654
Total	990	294	1,284	78	1,362
East Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
West Leg					
Approach	64	30	94	28	122
Departure	68	95	163	85	248
Total	132	125	257	113	370
Total Approaches					
Approach	1,052	294	1,346	119	1,465
Departure	1,052	294	1,346	119	1,465
Total	2,104	588	2,692	238	2,930

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>14 Agua Mansa Road/Brown Avenue</b>					
NBL	16	48	64	92	156
NBT	365	217	582	48	630
NBR	8	0	8	0	8
SBL	108	1	109	0	109
SBT	444	69	513	24	537
SBR	8	0	8	0	8
EBL	1	0	1	6	7
EBT	4	4	8	0	8
EBR	13	15	28	16	44
WBL	4	0	4	0	4
WBT	2	1	3	0	3
WBR	65	7	72	0	72
North Leg					
Approach	560	70	630	24	654
Departure	431	224	655	54	709
Total	991	294	1,285	78	1,363
South Leg					
Approach	389	265	654	140	794
Departure	461	84	545	40	585
Total	850	349	1,199	180	1,379
East Leg					
Approach	71	8	79	0	79
Departure	120	5	125	0	125
Total	191	13	204	0	204
West Leg					
Approach	18	19	37	22	59
Departure	26	49	75	92	167
Total	44	68	112	114	226
Total Approaches					
Approach	1,038	362	1,400	186	1,586
Departure	1,038	362	1,400	186	1,586
Total	2,076	724	2,800	372	3,172



**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>15 Agua Mansa Road/Transfer Station Driveway</b>					
NBL	0	0	0	0	0
NBT	333	266	599	140	739
NBR	50	0	50	0	50
SBL	10	0	10	0	10
SBT	472	72	544	40	584
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	37	0	37	0	37
WBT	0	0	0	0	0
WBR	13	0	13	0	13
North Leg					
Approach	482	72	554	40	594
Departure	346	266	612	140	752
Total	828	338	1,166	180	1,346
South Leg					
Approach	383	266	649	140	789
Departure	509	72	581	40	621
Total	892	338	1,230	180	1,410
East Leg					
Approach	50	0	50	0	50
Departure	60	0	60	0	60
Total	110	0	110	0	110
West Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
Total Approaches					
Approach	915	338	1,253	180	1,433
Departure	915	338	1,253	180	1,433
Total	1,830	676	2,506	360	2,866

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>16 Project Driveway 1/Hall Avenue</b>					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	5	5
SBT	0	0	0	0	0
SBR	0	0	0	2	2
EBL	0	0	0	8	8
EBT	54	34	88	24	112
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	36	96	132	7	139
WBR	0	0	0	54	54
<b>North Leg</b>					
Approach	0	0	0	7	7
Departure	0	0	0	62	62
Total	0	0	0	69	69
<b>South Leg</b>					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
<b>East Leg</b>					
Approach	36	96	132	61	193
Departure	54	34	88	29	117
Total	90	130	220	90	310
<b>West Leg</b>					
Approach	54	34	88	32	120
Departure	36	96	132	9	141
Total	90	130	220	41	261
<b>Total Approaches</b>					
Approach	90	130	220	100	320
Departure	90	130	220	100	320
Total	180	260	440	200	640

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year 2022	Project Trips	Without Project	Project Trips	With Project
<b>17 Project Driveway 2/Hall Avenue</b>					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	6	6
SBT	0	0	0	0	0
SBR	0	0	0	2	2
EBL	0	0	0	5	5
EBT	54	34	88	24	112
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	36	96	132	59	191
WBR	0	0	0	21	21
North Leg					
Approach	0	0	0	8	8
Departure	0	0	0	26	26
Total	0	0	0	34	34
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	36	96	132	80	212
Departure	54	34	88	30	118
Total	90	130	220	110	330
West Leg					
Approach	54	34	88	29	117
Departure	36	96	132	61	193
Total	90	130	220	90	310
Total Approaches					
Approach	90	130	220	117	337
Departure	90	130	220	117	337
Total	180	260	440	234	674

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>18 Project Driveway 3 - Brown Avenue/Hall Avenue</b>					
NBL	5	1	6	59	65
NBT	0	0	0	33	33
NBR	6	0	6	0	6
SBL	0	0	0	16	16
SBT	0	0	0	22	22
SBR	0	0	0	3	3
EBL	0	0	0	19	19
EBT	51	30	81	11	92
EBR	3	4	7	0	7
WBL	16	0	16	0	16
WBT	30	95	125	18	143
WBR	0	0	0	26	26
North Leg					
Approach	0	0	0	41	41
Departure	0	0	0	78	78
Total	0	0	0	119	119
South Leg					
Approach	11	1	12	92	104
Departure	19	4	23	22	45
Total	30	5	35	114	149
East Leg					
Approach	46	95	141	44	185
Departure	57	30	87	27	114
Total	103	125	228	71	299
West Leg					
Approach	54	34	88	30	118
Departure	35	96	131	80	211
Total	89	130	219	110	329
Total Approaches					
Approach	111	130	241	207	448
Departure	111	130	241	207	448
Total	222	260	482	414	896

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>19 Project Driveway 4/Hall Avenue</b>					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	2	2
EBL	0	0	0	0	0
EBT	64	30	94	27	121
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	68	95	163	42	205
WBR	0	0	0	44	44
North Leg					
Approach	0	0	0	2	2
Departure	0	0	0	44	44
Total	0	0	0	46	46
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	68	95	163	86	249
Departure	64	30	94	27	121
Total	132	125	257	113	370
West Leg					
Approach	64	30	94	27	121
Departure	68	95	163	44	207
Total	132	125	257	71	328
Total Approaches					
Approach	132	125	257	115	372
Departure	132	125	257	115	372
Total	264	250	514	230	744

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year 2022	Project Trips	Without Project	Project Trips	With Project
<b>20 Driveway C1/Hall Avenue</b>					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	1	0	1	0	1
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	54	34	88	32	120
EBR	0	0	0	0	0
WBL	3	0	3	0	3
WBT	32	96	128	9	137
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	1	0	1	0	1
Departure	3	0	3	0	3
Total	4	0	4	0	4
East Leg					
Approach	35	96	131	9	140
Departure	55	34	89	32	121
Total	90	130	220	41	261
West Leg					
Approach	54	34	88	32	120
Departure	32	96	128	9	137
Total	86	130	216	41	257
Total Approaches					
Approach	90	130	220	41	261
Departure	90	130	220	41	261
Total	180	260	440	82	522

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	AM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year 2022	Project Trips	Without Project	Project Trips	With Project
<b>21 Driveway C2/Hall Avenue</b>					
NBL	1	0	1	0	1
NBT	0	0	0	0	0
NBR	11	0	11	0	11
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	54	30	84	34	118
EBR	2	0	2	0	2
WBL	14	0	14	0	14
WBT	52	95	147	44	191
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	12	0	12	0	12
Departure	16	0	16	0	16
Total	28	0	28	0	28
East Leg					
Approach	66	95	161	44	205
Departure	65	30	95	34	129
Total	131	125	256	78	334
West Leg					
Approach	56	30	86	34	120
Departure	53	95	148	44	192
Total	109	125	234	78	312
Total Approaches					
Approach	134	125	259	78	337
Departure	134	125	259	78	337
Total	268	250	518	156	674

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>1 Rubidoux Boulevard/20th Street - Market Street</b>					
NBL	35	201	236	0	236
NBT	360	322	682	0	682
NBR	516	33	549	31	580
SBL	476	360	836	0	836
SBT	561	582	1,143	0	1,143
SBR	21	71	92	0	92
EBL	36	47	83	0	83
EBT	58	154	212	0	212
EBR	17	175	192	0	192
WBL	408	63	471	71	542
WBT	51	214	265	0	265
WBR	463	167	630	0	630
<b>North Leg</b>					
Approach	1,058	1,013	2,071	0	2,071
Departure	859	536	1,395	0	1,395
Total	1,917	1,549	3,466	0	3,466
<b>South Leg</b>					
Approach	911	556	1,467	31	1,498
Departure	986	820	1,806	71	1,877
Total	1,897	1,376	3,273	102	3,375
<b>East Leg</b>					
Approach	922	444	1,366	71	1,437
Departure	1,050	547	1,597	31	1,628
Total	1,972	991	2,963	102	3,065
<b>West Leg</b>					
Approach	111	376	487	0	487
Departure	107	486	593	0	593
Total	218	862	1,080	0	1,080
<b>Total Approaches</b>					
Approach	3,002	2,389	5,391	102	5,493
Departure	3,002	2,389	5,391	102	5,493
Total	6,004	4,778	10,782	204	10,986



**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>2 Rubidoux Boulevard/28th Street</b>					
NBL	28	144	172	0	172
NBT	903	534	1,437	31	1,468
NBR	41	1	42	0	42
SBL	6	0	6	0	6
SBT	764	965	1,729	71	1,800
SBR	11	33	44	0	44
EBL	46	32	78	0	78
EBT	31	0	31	0	31
EBR	17	183	200	0	200
WBL	63	1	64	0	64
WBT	17	0	17	0	17
WBR	16	0	16	0	16
North Leg					
Approach	781	998	1,779	71	1,850
Departure	965	566	1,531	31	1,562
Total	1,746	1,564	3,310	102	3,412
South Leg					
Approach	972	679	1,651	31	1,682
Departure	844	1,149	1,993	71	2,064
Total	1,816	1,828	3,644	102	3,746
East Leg					
Approach	96	1	97	0	97
Departure	78	1	79	0	79
Total	174	2	176	0	176
West Leg					
Approach	94	215	309	0	309
Departure	56	177	233	0	233
Total	150	392	542	0	542
Total Approaches					
Approach	1,943	1,893	3,836	102	3,938
Departure	1,943	1,893	3,836	102	3,938
Total	3,886	3,786	7,672	204	7,876

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening Year 2022	Cumulative Project Trips	Cumulative Without Project	Net Project Trips	Cumulative With Project
<b>3 Rubidoux Boulevard/30th Street - State Route 60 Westbound Off-Ra</b>					
NBL	51	16	67	0	67
NBT	961	582	1,543	29	1,572
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	904	1143	2,047	64	2,111
SBR	16	6	22	0	22
EBL	29	3	32	0	32
EBT	0	0	0	0	0
EBR	166	15	181	0	181
WBL	519	26	545	0	545
WBT	98	12	110	0	110
WBR	92	96	188	0	188
<b>North Leg</b>					
Approach	920	1,149	2,069	64	2,133
Departure	1,082	681	1,763	29	1,792
Total	2,002	1,830	3,832	93	3,925
<b>South Leg</b>					
Approach	1,012	598	1,610	29	1,639
Departure	1,589	1,184	2,773	64	2,837
Total	2,601	1,782	4,383	93	4,476
<b>East Leg</b>					
Approach	709	134	843	0	843
Departure	0	0	0	0	0
Total	709	134	843	0	843
<b>West Leg</b>					
Approach	195	18	213	0	213
Departure	165	34	199	0	199
Total	360	52	412	0	412
<b>Total Approaches</b>					
Approach	2,836	1,899	4,735	93	4,828
Departure	2,836	1,899	4,735	93	4,828
Total	5,672	3,798	9,470	186	9,656

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening Year 2022	Cumulative Project Trips	Cumulative Without Project	Net Project Trips	Cumulative With Project
<b>4 Rubidoux Boulevard/State Route 60 Westbound On-Ramp</b>					
NBL	229	5	234	0	234
NBT	1,012	598	1,610	29	1,639
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	1,048	423	1,471	19	1,490
SBR	542	762	1,304	47	1,351
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	1,590	1,185	2,775	66	2,841
Departure	1,012	598	1,610	29	1,639
Total	2,602	1,783	4,385	95	4,480
South Leg					
Approach	1,241	603	1,844	29	1,873
Departure	1,048	423	1,471	19	1,490
Total	2,289	1,026	3,315	48	3,363
East Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
West Leg					
Approach	0	0	0	0	0
Departure	771	767	1,538	47	1,585
Total	771	767	1,538	47	1,585
Total Approaches					
Approach	2,831	1,788	4,619	95	4,714
Departure	2,831	1,788	4,619	95	4,714
Total	5,662	3,576	9,238	190	9,428

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year 2022	Project Trips	Without Project	Project Trips	With Project
<b>5 Rubidoux Boulevard/State Route 60 Eastbound Off-Ramp - Frontage</b>					
NBL	0	0	0	0	0
NBT	642	130	772	8	780
NBR	266	29	295	0	295
SBL	96	229	325	0	325
SBT	951	195	1,146	19	1,165
SBR	0	0	0	0	0
EBL	596	472	1,068	20	1,088
EBT	42	0	42	0	42
EBR	408	8	416	0	416
WBL	15	0	15	0	15
WBT	0	0	0	0	0
WBR	3	0	3	0	3
<b>North Leg</b>					
Approach	1,047	424	1,471	19	1,490
Departure	1,241	602	1,843	28	1,871
Total	2,288	1,026	3,314	47	3,361
<b>South Leg</b>					
Approach	908	159	1,067	8	1,075
Departure	1,374	203	1,577	19	1,596
Total	2,282	362	2,644	27	2,671
<b>East Leg</b>					
Approach	18	0	18	0	18
Departure	404	258	662	0	662
Total	422	258	680	0	680
<b>West Leg</b>					
Approach	1,046	480	1,526	20	1,546
Departure	0	0	0	0	0
Total	1,046	480	1,526	20	1,546
<b>Total Approaches</b>					
Approach	3,019	1,063	4,082	47	4,129
Departure	3,019	1,063	4,082	47	4,129
Total	6,038	2,126	8,164	94	8,258

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening Year 2022	Cumulative Project Trips	Cumulative Without Project	Net Project Trips	Cumulative With Project
<b>6 Agua Mansa Road/Market Street</b>					
NBL	0	0	0	0	0
NBT	2	0	2	0	2
NBR	1	0	1	0	1
SBL	158	214	372	64	436
SBT	1	0	1	0	1
SBR	373	69	442	71	513
EBL	540	28	568	31	599
EBT	510	519	1,029	0	1,029
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	550	375	925	0	925
WBR	222	86	308	29	337
<b>North Leg</b>					
Approach	532	283	815	135	950
Departure	764	114	878	60	938
Total	1,296	397	1,693	195	1,888
<b>South Leg</b>					
Approach	3	0	3	0	3
Departure	1	0	1	0	1
Total	4	0	4	0	4
<b>East Leg</b>					
Approach	772	461	1,233	29	1,262
Departure	669	733	1,402	64	1,466
Total	1,441	1,194	2,635	93	2,728
<b>West Leg</b>					
Approach	1,050	547	1,597	31	1,628
Departure	923	444	1,367	71	1,438
Total	1,973	991	2,964	102	3,066
<b>Total Approaches</b>					
Approach	2,357	1,291	3,648	195	3,843
Departure	2,357	1,291	3,648	195	3,843
Total	4,714	2,582	7,296	390	7,686

Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary

	PM Peak Hour				
	Opening Year 2022	Cumulative Project Trips	Cumulative Without Project	Net Project Trips	Cumulative With Project
<b>7 24th Street/Via Cerro</b>					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	13	0	13	0	13
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	229	10	239	0	239
EBR	5	0	5	0	5
WBL	16	0	16	0	16
WBT	70	7	77	0	77
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	13	0	13	0	13
Departure	21	0	21	0	21
Total	34	0	34	0	34
East Leg					
Approach	86	7	93	0	93
Departure	242	10	252	0	252
Total	328	17	345	0	345
West Leg					
Approach	234	10	244	0	244
Departure	70	7	77	0	77
Total	304	17	321	0	321
Total Approaches					
Approach	333	17	350	0	350
Departure	333	17	350	0	350
Total	666	34	700	0	700

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>8 Market Street/Via Cerro</b>					
NBL	54	3	57	0	57
NBT	745	462	1,207	26	1,233
NBR	59	16	75	0	75
SBL	12	0	12	0	12
SBT	654	738	1,392	59	1,451
SBR	2	0	2	0	2
EBL	3	0	3	0	3
EBT	13	1	14	0	14
EBR	226	9	235	0	235
WBL	233	37	270	0	270
WBT	30	4	34	0	34
WBR	27	0	27	0	27
<b>North Leg</b>					
Approach	668	738	1,406	59	1,465
Departure	775	462	1,237	26	1,263
Total	1,443	1,200	2,643	85	2,728
<b>South Leg</b>					
Approach	858	481	1,339	26	1,365
Departure	1,113	784	1,897	59	1,956
Total	1,971	1,265	3,236	85	3,321
<b>East Leg</b>					
Approach	290	41	331	0	331
Departure	84	17	101	0	101
Total	374	58	432	0	432
<b>West Leg</b>					
Approach	242	10	252	0	252
Departure	86	7	93	0	93
Total	328	17	345	0	345
<b>Total Approaches</b>					
Approach	2,058	1,270	3,328	85	3,413
Departure	2,058	1,270	3,328	85	3,413
Total	4,116	2,540	6,656	170	6,826

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening Year 2022	Cumulative Project Trips	Cumulative Without Project	Net Project Trips	Cumulative With Project
<b>9 Market Street/Rivera Street</b>					
NBL	10	0	10	0	10
NBT	740	485	1,225	23	1,248
NBR	262	0	262	0	262
SBL	90	11	101	7	108
SBT	908	781	1,689	52	1,741
SBR	1	0	1	0	1
EBL	2	0	2	0	2
EBT	17	0	17	0	17
EBR	90	0	90	0	90
WBL	272	0	272	0	272
WBT	1	0	1	0	1
WBR	43	12	55	3	58
North Leg					
Approach	999	792	1,791	59	1,850
Departure	785	497	1,282	26	1,308
Total	1,784	1,289	3,073	85	3,158
South Leg					
Approach	1,012	485	1,497	23	1,520
Departure	1,270	781	2,051	52	2,103
Total	2,282	1,266	3,548	75	3,623
East Leg					
Approach	316	12	328	3	331
Departure	369	11	380	7	387
Total	685	23	708	10	718
West Leg					
Approach	109	0	109	0	109
Departure	12	0	12	0	12
Total	121	0	121	0	121
Total Approaches					
Approach	2,436	1,289	3,725	85	3,810
Departure	2,436	1,289	3,725	85	3,810
Total	4,872	2,578	7,450	170	7,620



**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening Year 2022	Cumulative Project Trips	Cumulative Without Project	Net Project Trips	Cumulative With Project
<b>10 Market Street/State Route 60 Westbound Ramps</b>					
NBL	544	31	575	0	575
NBT	403	114	517	5	522
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	1,065	756	1,821	52	1,873
SBR	205	26	231	0	231
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	77	0	77	0	77
WBT	0	0	0	0	0
WBR	608	369	977	17	994
North Leg					
Approach	1,270	782	2,052	52	2,104
Departure	1,011	483	1,494	22	1,516
Total	2,281	1,265	3,546	74	3,620
South Leg					
Approach	947	145	1,092	5	1,097
Departure	1,142	756	1,898	52	1,950
Total	2,089	901	2,990	57	3,047
East Leg					
Approach	685	369	1,054	17	1,071
Departure	0	0	0	0	0
Total	685	369	1,054	17	1,071
West Leg					
Approach	0	0	0	0	0
Departure	749	57	806	0	806
Total	749	57	806	0	806
Total Approaches					
Approach	2,902	1,296	4,198	74	4,272
Departure	2,902	1,296	4,198	74	4,272
Total	5,804	2,592	8,396	148	8,544

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>11 Market Street/State Route 60 Eastbound Ramps</b>					
NBL	0	0	0	0	0
NBT	828	128	956	5	961
NBR	70	0	70	0	70
SBL	455	619	1,074	40	1,114
SBT	687	136	823	12	835
SBR	0	0	0	0	0
EBL	119	17	136	0	136
EBT	0	0	0	0	0
EBR	993	19	1,012	0	1,012
WBL	0	0	0	0	0
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	1,142	755	1,897	52	1,949
Departure	947	145	1,092	5	1,097
Total	2,089	900	2,989	57	3,046
South Leg					
Approach	898	128	1,026	5	1,031
Departure	1,680	155	1,835	12	1,847
Total	2,578	283	2,861	17	2,878
East Leg					
Approach	0	0	0	0	0
Departure	525	619	1,144	40	1,184
Total	525	619	1,144	40	1,184
West Leg					
Approach	1,112	36	1,148	0	1,148
Departure	0	0	0	0	0
Total	1,112	36	1,148	0	1,148
Total Approaches					
Approach	3,152	919	4,071	57	4,128
Departure	3,152	919	4,071	57	4,128
Total	6,304	1,838	8,142	114	8,256

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>12 Riverside Avenue/Agua Mansa Road</b>					
NBL	161	31	192	3	195
NBT	828	100	928	0	928
NBR	84	7	91	0	91
SBL	125	11	136	0	136
SBT	1,051	75	1,126	0	1,126
SBR	141	53	194	13	207
EBL	184	122	306	32	338
EBT	468	65	533	0	533
EBR	184	72	256	7	263
WBL	79	5	84	0	84
WBT	187	28	215	0	215
WBR	81	20	101	0	101
North Leg					
Approach	1,317	139	1,456	13	1,469
Departure	1,093	242	1,335	32	1,367
Total	2,410	381	2,791	45	2,836
South Leg					
Approach	1,073	138	1,211	3	1,214
Departure	1,314	152	1,466	7	1,473
Total	2,387	290	2,677	10	2,687
East Leg					
Approach	347	53	400	0	400
Departure	677	83	760	0	760
Total	1,024	136	1,160	0	1,160
West Leg					
Approach	836	259	1,095	39	1,134
Departure	489	112	601	16	617
Total	1,325	371	1,696	55	1,751
Total Approaches					
Approach	3,573	589	4,162	55	4,217
Departure	3,573	589	4,162	55	4,217
Total	7,146	1,178	8,324	110	8,434

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening Year 2022	Cumulative Project Trips	Cumulative Without Project	Net Project Trips	Cumulative With Project
<b>13 Agua Mansa Road/Hall Avenue</b>					
NBL	49	40	89	21	110
NBT	770	50	820	25	845
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	435	125	560	0	560
SBR	16	0	16	15	31
EBL	18	0	18	12	30
EBT	0	0	0	0	0
EBR	36	100	136	79	215
WBL	0	0	0	0	0
WBT	0	0	0	0	0
WBR	0	0	0	0	0
North Leg					
Approach	451	125	576	15	591
Departure	788	50	838	37	875
Total	1,239	175	1,414	52	1,466
South Leg					
Approach	819	90	909	46	955
Departure	471	225	696	79	775
Total	1,290	315	1,605	125	1,730
East Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
West Leg					
Approach	54	100	154	91	245
Departure	65	40	105	36	141
Total	119	140	259	127	386
Total Approaches					
Approach	1,324	315	1,639	152	1,791
Departure	1,324	315	1,639	152	1,791
Total	2,648	630	3,278	304	3,582

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening	Cumulative	Cumulative	Net	Cumulative
	Year	Project	Without	Project	With
	2022	Trips	Project	Trips	Project
<b>14 Agua Mansa Road/Brown Avenue</b>					
NBL	8	20	28	40	68
NBT	660	88	748	21	769
NBR	13	0	13	0	13
SBL	39	6	45	0	45
SBT	429	218	647	79	726
SBR	3	0	3	0	3
EBL	12	0	12	25	37
EBT	3	1	4	0	4
EBR	12	50	62	57	119
WBL	29	0	29	0	29
WBT	3	4	7	0	7
WBR	147	2	149	0	149
North Leg					
Approach	471	224	695	79	774
Departure	819	90	909	46	955
Total	1,290	314	1,604	125	1,729
South Leg					
Approach	681	108	789	61	850
Departure	470	268	738	136	874
Total	1,151	376	1,527	197	1,724
East Leg					
Approach	179	6	185	0	185
Departure	55	7	62	0	62
Total	234	13	247	0	247
West Leg					
Approach	27	51	78	82	160
Departure	14	24	38	40	78
Total	41	75	116	122	238
Total Approaches					
Approach	1,358	389	1,747	222	1,969
Departure	1,358	389	1,747	222	1,969
Total	2,716	778	3,494	444	3,938

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening Year 2022	Cumulative Project Trips	Cumulative Without Project	Net Project Trips	Cumulative With Project
<b>15 Agua Mansa Road/Transfer Station Driveway</b>					
NBL	0	0	0	0	0
NBT	635	108	743	61	804
NBR	66	0	66	0	66
SBL	22	0	22	0	22
SBT	435	256	691	136	827
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	0	0	0	0	0
EBR	0	0	0	0	0
WBL	32	0	32	0	32
WBT	0	0	0	0	0
WBR	29	0	29	0	29
North Leg					
Approach	457	256	713	136	849
Departure	664	108	772	61	833
Total	1,121	364	1,485	197	1,682
South Leg					
Approach	701	108	809	61	870
Departure	467	256	723	136	859
Total	1,168	364	1,532	197	1,729
East Leg					
Approach	61	0	61	0	61
Departure	88	0	88	0	88
Total	149	0	149	0	149
West Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
Total Approaches					
Approach	1,219	364	1,583	197	1,780
Departure	1,219	364	1,583	197	1,780
Total	2,438	728	3,166	394	3,560

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening Year 2022	Cumulative Project Trips	Cumulative Without Project	Net Project Trips	Cumulative With Project
<b>16 Project Driveway 1/Hall Avenue</b>					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	18	18
SBT	0	0	0	0	0
SBR	0	0	0	8	8
EBL	0	0	0	3	3
EBT	37	101	138	10	148
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	80	44	124	23	147
WBR	0	0	0	22	22
North Leg					
Approach	0	0	0	26	26
Departure	0	0	0	25	25
Total	0	0	0	51	51
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	80	44	124	45	169
Departure	37	101	138	28	166
Total	117	145	262	73	335
West Leg					
Approach	37	101	138	13	151
Departure	80	44	124	31	155
Total	117	145	262	44	306
Total Approaches					
Approach	117	145	262	84	346
Departure	117	145	262	84	346
Total	234	290	524	168	692

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening Year 2022	Cumulative Project Trips	Cumulative Without Project	Net Project Trips	Cumulative With Project
<b>17 Project Driveway 2/Hall Avenue</b>					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	20	20
SBT	0	0	0	0	0
SBR	0	0	0	5	5
EBL	0	0	0	2	2
EBT	37	101	138	26	164
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	80	44	124	40	164
WBR	0	0	0	9	9
North Leg					
Approach	0	0	0	25	25
Departure	0	0	0	11	11
Total	0	0	0	36	36
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	80	44	124	49	173
Departure	37	101	138	46	184
Total	117	145	262	95	357
West Leg					
Approach	37	101	138	28	166
Departure	80	44	124	45	169
Total	117	145	262	73	335
Total Approaches					
Approach	117	145	262	102	364
Departure	117	145	262	102	364
Total	234	290	524	204	728



**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening Year 2022	Cumulative Project Trips	Cumulative Without Project	Net Project Trips	Cumulative With Project
<b>18 Project Driveway 3 - Brown Avenue/Hall Avenue</b>					
NBL	8	4	12	25	37
NBT	0	0	0	15	15
NBR	9	0	9	0	9
SBL	0	0	0	53	53
SBT	0	0	0	80	80
SBR	0	0	0	11	11
EBL	0	0	0	8	8
EBT	32	100	132	38	170
EBR	4	1	5	0	5
WBL	3	0	3	0	3
WBT	72	40	112	13	125
WBR	0	0	0	11	11
North Leg					
Approach	0	0	0	144	144
Departure	0	0	0	34	34
Total	0	0	0	178	178
South Leg					
Approach	17	4	21	40	61
Departure	7	1	8	80	88
Total	24	5	29	120	149
East Leg					
Approach	75	40	115	24	139
Departure	41	100	141	91	232
Total	116	140	256	115	371
West Leg					
Approach	36	101	137	46	183
Departure	80	44	124	49	173
Total	116	145	261	95	356
Total Approaches					
Approach	128	145	273	254	527
Departure	128	145	273	254	527
Total	256	290	546	508	1,054

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening Year 2022	Cumulative Project Trips	Cumulative Without Project	Net Project Trips	Cumulative With Project
<b>19 Project Driveway 4/Hall Avenue</b>					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	0	0	0	0	0
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	7	7
EBL	0	0	0	0	0
EBT	54	100	154	91	245
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	65	40	105	17	122
WBR	0	0	0	19	19
North Leg					
Approach	0	0	0	7	7
Departure	0	0	0	19	19
Total	0	0	0	26	26
South Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
East Leg					
Approach	65	40	105	36	141
Departure	54	100	154	91	245
Total	119	140	259	127	386
West Leg					
Approach	54	100	154	91	245
Departure	65	40	105	24	129
Total	119	140	259	115	374
Total Approaches					
Approach	119	140	259	134	393
Departure	119	140	259	134	393
Total	238	280	518	268	786

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening Year 2022	Cumulative Project Trips	Cumulative Without Project	Net Project Trips	Cumulative With Project
<b>20 Driveway C1/Hall Avenue</b>					
NBL	0	0	0	0	0
NBT	0	0	0	0	0
NBR	1	0	1	0	1
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	40	101	141	14	155
EBR	0	0	0	0	0
WBL	0	0	0	0	0
WBT	82	44	126	31	157
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	1	0	1	0	1
Departure	0	0	0	0	0
Total	1	0	1	0	1
East Leg					
Approach	82	44	126	31	157
Departure	41	101	142	14	156
Total	123	145	268	45	313
West Leg					
Approach	40	101	141	14	155
Departure	82	44	126	31	157
Total	122	145	267	45	312
Total Approaches					
Approach	123	145	268	45	313
Departure	123	145	268	45	313
Total	246	290	536	90	626

**Table C-3 - Cumulative (2022) Peak Hour PCE Volume Summary**

	PM Peak Hour				
	Opening Year 2022	Cumulative Project Trips	Cumulative Without Project	Net Project Trips	Cumulative With Project
<b>21 Driveway C2/Hall Avenue</b>					
NBL	2	0	2	0	2
NBT	0	0	0	0	0
NBR	12	0	12	0	12
SBL	0	0	0	0	0
SBT	0	0	0	0	0
SBR	0	0	0	0	0
EBL	0	0	0	0	0
EBT	56	100	156	94	250
EBR	0	0	0	0	0
WBL	6	0	6	0	6
WBT	71	40	111	24	135
WBR	0	0	0	0	0
North Leg					
Approach	0	0	0	0	0
Departure	0	0	0	0	0
Total	0	0	0	0	0
South Leg					
Approach	14	0	14	0	14
Departure	6	0	6	0	6
Total	20	0	20	0	20
East Leg					
Approach	77	40	117	24	141
Departure	68	100	168	94	262
Total	145	140	285	118	403
West Leg					
Approach	56	100	156	94	250
Departure	73	40	113	24	137
Total	129	140	269	118	387
Total Approaches					
Approach	147	140	287	118	405
Departure	147	140	287	118	405
Total	294	280	574	236	810

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




















## APPENDIX D:

### SYNCHRO INTERSECTION LEVEL OF SERVICE WORKSHEETS

\*For intersection mitigation scenarios, Synchro worksheets have only been provided for intersections where improvements have been recommended.

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Existing NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	60	22	343	61	339	29	204	211	504	548	16
Future Volume (veh/h)	33	60	22	343	61	339	29	204	211	504	548	16
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	65	24	373	66	0	32	222	229	548	596	17
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	143	104	39	235	42		97	1390	620	362	1918	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.08	0.07	0.15	0.15	0.00	0.05	0.39	0.39	0.20	0.53	0.53
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.0	0.0	60.2	332.4	0.0	0.0	58.9	25.4	29.2	295.2	16.9	13.9
Ln Grp LOS	E	A	E	F	A		E	C	C	F	B	B
Approach Vol, veh/h		125			439			483			1161	
Approach Delay, s/veh		58.7			332.4			29.5			148.2	
Approach LOS		E			F			C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	3.0	10.0	11.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		30.0	55.1	14.9	25.0	11.7	73.4					
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7					
Max Green (Gmax), s		25.0	38.0	20.0	19.0	20.0	* 44					
Max Allow Headway (MAH), s		3.8	4.6	4.9	5.3	3.8	5.2					
Max Q Clear (g_c+I1), s		27.0	14.7	7.9	21.0	4.1	13.6					
Green Ext Time (g_e), s		0.0	2.2	0.4	0.0	0.0	4.5					
Prob of Phs Call (p_c)		1.00	1.00	0.99	1.00	0.67	1.00					
Prob of Max Out (p_x)		1.00	0.00	0.01	1.00	0.00	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		1810	1549	1810						
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3610	1323	274		3610					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			1610	489	1610		1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L	L+T	L (Prot)						

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

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Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	548	0	36	439	32	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1823	1810	0	0	0
Q Serve Time (g_s), s	25.0	0.0	2.3	19.0	2.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	25.0	0.0	2.3	19.0	2.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.85	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	362	0	143	277	97	0	0	0
V/C Ratio (X)	1.51	0.00	0.25	1.58	0.33	0.00	0.00	0.00
Avail Cap (c_a), veh/h	362	0	290	277	290	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.97	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	50.0	0.0	54.1	53.2	57.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	245.2	0.0	0.9	279.2	2.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	295.2	0.0	55.0	332.4	58.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	11.2	0.0	1.1	8.7	1.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	24.7	0.0	0.0	21.5	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	35.9	0.0	1.1	30.2	1.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	4.49	0.00	0.25	1.73	0.29	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	46.5	0.0	0.0	40.5	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	222	0	0	0	596	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	5.0	0.0	0.0	0.0	11.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.0	0.0	0.0	0.0	11.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1390	0	0	0	1918	0	0
V/C Ratio (X)	0.00	0.16	0.00	0.00	0.00	0.31	0.00	0.00
Avail Cap (c_a), veh/h	0	1390	0	0	0	1918	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	25.2	0.0	0.0	0.0	16.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.4	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
Control Delay (d), s/veh	0.0	25.4	0.0	0.0	0.0	16.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	0.0	0.0	4.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0

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Agua Mansa Industrial  
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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.2	0.0	0.0	0.0	4.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.14	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	T+R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	229	89	0	0	17	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1812	1610	0	1610	0	0
Q Serve Time (g_s), s	0.0	12.7	5.9	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	12.7	5.9	0.0	0.0	0.6	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.27	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	620	143	245	0	856	0	0
V/C Ratio (X)	0.00	0.37	0.62	0.00	0.00	0.02	0.00	0.00
Avail Cap (c_a), veh/h	0	620	290	245	0	856	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	27.6	55.8	0.0	0.0	13.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	4.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.2	60.2	0.0	0.0	13.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.9	2.7	0.0	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.2	2.9	0.0	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.84	0.14	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	153.8
HCM 6th LOS	F

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Existing NP - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	14	12	16	36	14	5	13	463	19	7	707	19
Future Volume (veh/h)	14	12	16	36	14	5	13	463	19	7	707	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	15	20	44	17	6	16	565	23	9	862	23
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	87	47	46	144	36	10	90	2498	102	90	2538	68
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.07	0.08	0.06	0.07	0.08	0.05	0.71	0.71	0.05	0.71	0.70
Unsig. Movement Delay												
Ln Grp Delay, s/veh	36.7	0.0	0.0	37.4	0.0	0.0	37.3	4.5	4.5	36.8	5.3	5.2
Ln Grp LOS	D	A	A	D	A	A	D	A	A	D	A	A
Approach Vol, veh/h		52			67			604			894	
Approach Delay, s/veh		36.7			37.4			5.3			5.6	
Approach LOS		D			D			A			A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4	5	6		8			
Case No		2.0	4.0		8.0	2.0	4.0		8.0			
Phs Duration (G+Y+Rc), s		7.7	62.5		9.8	7.7	62.5		9.8			
Change Period (Y+Rc), s		3.7	6.0		* 4.2	3.7	6.0		* 4.2			
Max Green (Gmax), s		16.3	34.0		* 16	16.3	34.0		* 16			
Max Allow Headway (MAH), s		3.8	5.2		5.4	3.8	5.2		5.3			
Max Q Clear (g_c+I1), s		2.4	6.5		4.2	2.7	9.4		5.0			
Green Ext Time (g_e), s		0.0	3.8		0.1	0.0	6.1		0.2			
Prob of Phs Call (p_c)		1.00	1.00		0.93	1.00	1.00		0.93			
Prob of Max Out (p_x)		0.00	0.00		0.00	0.00	0.00		0.01			
Left-Turn Movement Data												
Assigned Mvmt		1			7	5			3			
Mvmt Sat Flow, veh/h		1810			395	1810			996			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3535		671		3592		515			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			144		666		96		149			
Left Lane Group Data												
Assigned Mvmt		1	0	0	7	5	0	0	3			
Lane Assignment		L (Prot)			L+T+R	L (Prot)			L+T+R			

HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Existing NP - AM Peak Hour

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	9	0	0	52	16	0	0	67
Grp Sat Flow (s), veh/h/ln	1810	0	0	1733	1810	0	0	1659
Q Serve Time (g_s), s	0.4	0.0	0.0	0.0	0.7	0.0	0.0	0.7
Cycle Q Clear Time (g_c), s	0.4	0.0	0.0	2.2	0.7	0.0	0.0	3.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1410	0	0	0	1395
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1869	0	0	0	1840
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	5.1	0.0	0.0	0.0	5.1
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	2.1	0.0	0.0	0.0	2.9
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Time to First Blk (g_f), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.4
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.4
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.33	1.00	0.00	0.00	0.66
Lane Grp Cap (c), veh/h	90	0	0	170	90	0	0	180
V/C Ratio (X)	0.10	0.00	0.00	0.31	0.18	0.00	0.00	0.37
Avail Cap (c_a), veh/h	369	0	0	375	369	0	0	373
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.94	0.00	0.00	1.00
Uniform Delay (d1), s/veh	36.3	0.0	0.0	35.6	36.4	0.0	0.0	36.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.0	0.9	0.0	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	36.8	0.0	0.0	36.7	37.3	0.0	0.0	37.4
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	1.0	0.3	0.0	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.0	1.0	0.3	0.0	0.0	1.3
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.11	0.05	0.00	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	288	0	0	0	433	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	4.5	0.0	0.0	0.0	7.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.5	0.0	0.0	0.0	7.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1275	0	0	0	1275	0	0
V/C Ratio (X)	0.00	0.23	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	1275	0	0	0	1275	0	0
Upstream Filter (I)	0.00	0.94	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.1	0.0	0.0	0.0	4.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.5	0.0	0.0	0.0	5.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	0.0	0.0	2.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.0

## HCM 6th Signalized Intersection Capacity Analysis 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Existing NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.4	0.0	0.0	0.0	2.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R				T+R			
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	300	0	0	0	452	0	0
Grp Sat Flow (s), veh/h/ln	0	1874	0	0	0	1883	0	0
Q Serve Time (g_s), s	0.0	4.5	0.0	0.0	0.0	7.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.5	0.0	0.0	0.0	7.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	0.38	0.00	0.05	0.00	0.09
Lane Grp Cap (c), veh/h	0	1324	0	0	0	1330	0	0
V/C Ratio (X)	0.00	0.23	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	1324	0	0	0	1330	0	0
Upstream Filter (I)	0.00	0.94	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.1	0.0	0.0	0.0	4.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.5	0.0	0.0	0.0	5.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	0.0	0.0	2.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.4	0.0	0.0	0.0	2.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary





















HCM 6th Ctrl Delay	7.8
HCM 6th LOS	A

### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Existing NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	0	181	331	104	63	66	518	0	0	836	17
Future Volume (veh/h)	22	0	181	331	104	63	66	518	0	0	836	17
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	24	0	195	356	112	68	71	557	0	0	899	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			No		
Cap, veh/h	653	0	705	469	121	73	230	1453	0	0	1457	29
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.44	0.00	0.44	0.43	0.44	0.44	0.40	0.40	0.00	0.00	0.40	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	11.3	0.0	12.7	25.5	0.0	0.0	28.5	15.5	0.0	0.0	18.3	18.2
Ln Grp LOS	B	A	B	C	A	A	C	B	A	A	B	B
Approach Vol, veh/h		219			536			628			917	
Approach Delay, s/veh		12.5			25.5			17.0			18.2	
Approach LOS		B			C			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4		6		8			
Case No			6.0		8.0		8.0		7.0			
Phs Duration (G+Y+Rc), s			33.6		36.4		33.6		36.4			
Change Period (Y+Rc), s			5.4		5.8		5.4		5.8			
Max Green (Gmax), s			24.6		34.2		24.6		34.2			
Max Allow Headway (MAH), s			5.9		4.6		5.7		3.2			
Max Q Clear (g_c+I1), s			23.0		29.4		15.8		7.4			
Green Ext Time (g_e), s			0.7		1.2		4.3		0.4			
Prob of Phs Call (p_c)			1.00		1.00		1.00		1.00			
Prob of Max Out (p_x)			1.00		0.95		0.74		0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7		1		3			
Mvmt Sat Flow, veh/h			619		876		0		1258			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3705		276		3714		0			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			0		167		72		1610			
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	1	0	3				
Lane Assignment		L		L+T+R				L+T				

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Existing NP - AM Peak Hour

Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	71	0	536	0	0	0	24
Grp Sat Flow (s), veh/h/ln	0	619	0	1319	0	0	0	1258
Q Serve Time (g_s), s	0.0	7.2	0.0	26.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.0	0.0	27.4	0.0	0.0	0.0	0.8
Perm LT Sat Flow (s_l), veh/h/ln	0	619	0	1207	0	0	0	1223
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1262
Perm LT Eff Green (g_p), s	0.0	28.2	0.0	30.1	0.0	0.0	0.0	30.6
Perm LT Serve Time (g_u), s	0.0	14.3	0.0	29.4	0.0	0.0	0.0	3.2
Perm LT Q Serve Time (g_ps), s	0.0	7.2	0.0	26.7	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	28.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.66	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	230	0	653	0	0	0	653
V/C Ratio (X)	0.00	0.31	0.00	0.82	0.00	0.00	0.00	0.04
Avail Cap (c_a), veh/h	0	230	0	722	0	0	0	716
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.0	0.0	19.3	0.0	0.0	0.0	11.3
Incr Delay (d2), s/veh	0.0	3.5	0.0	6.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.5	0.0	25.5	0.0	0.0	0.0	11.3
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	7.6	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	1.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.2	0.0	8.7	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.38	0.00	0.38	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	557	0	0	0	448	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	7.6	0.0	0.0	0.0	13.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.6	0.0	0.0	0.0	13.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1453	0	0	0	726	0	0
V/C Ratio (X)	0.00	0.38	0.00	0.00	0.00	0.62	0.00	0.00
Avail Cap (c_a), veh/h	0	1453	0	0	0	726	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.96	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.8	0.0	0.0	0.0	16.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	1.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.5	0.0	0.0	0.0	18.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.9	0.0	0.0	0.0	5.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.3	0.0	0.0

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Existing NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.0	0.0	0.0	0.0	5.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.55	0.00	0.00	0.00	0.09	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

#### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						T+R		R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	469	0	195
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1887	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	13.8	0.0	5.4
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	13.8	0.0	5.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.13	0.00	0.04	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	759	0	705
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.62	0.00	0.28
Avail Cap (c_a), veh/h	0	0	0	0	0	759	0	787
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.96	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	16.6	0.0	12.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	18.2	0.0	12.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	5.5	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	5.8	0.0	1.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

#### Intersection Summary

HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Existing NP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	341	10	211	10	0	4	0	585	509	167	594	0
Future Volume (veh/h)	341	10	211	10	0	4	0	585	509	167	594	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	355	10	220	10	0	4	0	609	530	174	619	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	266	21	0	0	0	458	397	199	1440	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
Prop Arrive On Green	0.16	0.17	0.17	0.01	0.00	0.00	0.00	0.25	0.25	0.11	0.40	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	178.1	0.0	65.0	75.0	0.0	0.0	0.0	215.5	219.5	65.9	31.5	0.0
Ln Grp LOS	F	A	E	E	A	A	A	F	F	E	C	A
Approach Vol, veh/h		585			10			1139			793	
Approach Delay, s/veh		0.0			75.0			217.4			39.0	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	20.8	28.9	7.0		61.2					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.4	2.8	4.8	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	15.3	20.5	2.8		19.4					
Green Ext Time (g_e), s		0.0	0.2	2.6	0.0		3.1					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.32		1.00					
Prob of Max Out (p_x)		1.00	0.00	0.08	0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
Through Movement Data												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		1927		0			3705					
Right-Turn Movement Data												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		1587		1610			0					
Left Lane Group Data												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

## 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Existing NP - AM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	174	365	10	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	13.3	0.0	0.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.3	0.0	0.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1435	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.97	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	199	0	21	0	0	0	0
V/C Ratio (X)	0.00	0.87	0.00	0.48	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	61.3	178.1	68.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.6	0.0	6.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	65.9	178.1	75.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.1	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.4	0.0	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.38	0.00	0.01	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	600	0	0	0	0	619	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	17.4	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	17.4	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1440	0	0
V/C Ratio (X)	1.33	0.00	0.00	0.00	0.00	0.43	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	30.5	0.0	0.0
Incr Delay (d2), s/veh	163.0	0.0	0.0	0.0	0.0	0.9	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
Control Delay (d), s/veh	215.5	0.0	0.0	0.0	0.0	31.5	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	7.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	20.4	0.0	0.0	0.0	0.0	0.2	0.0	0.0



# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

## 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Existing NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	36.2	0.0	0.0	0.0	0.0	7.8	0.0	0.0
%ile Storage Ratio (RQ%)	1.65	0.00	0.00	0.00	0.00	0.74	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	37.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	539	0	220	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1614	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	18.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	18.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.98	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	404	0	266	0	0	0	0	0
V/C Ratio (X)	1.34	0.00	0.83	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	404	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	56.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	167.0	0.0	8.5	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	219.5	0.0	65.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	14.1	0.0	7.5	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	18.7	0.0	0.6	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	32.9	0.0	8.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.49	0.00	8.16	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	33.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	110.5
HCM 6th LOS	F

### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Existing NP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	517	6	3	393	187	6	1	3	159	1	344
Future Volume (veh/h)	252	517	6	3	393	187	6	1	3	159	1	344
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	271	556	6	3	423	201	6	1	3	171	1	370
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	306	1783	19	6	1162	518	235	45	100	215	7	394
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.17	0.49	0.48	0.00	0.32	0.32	0.37	0.37	0.37	0.37	0.37	0.37
Unsig. Movement Delay												
Ln Grp Delay, s/veh	52.4	18.9	18.9	118.1	32.1	33.7	24.1	0.0	0.0	54.1	0.0	0.0
Ln Grp LOS	D	B	B	F	C	C	C	A	A	D	A	A
Approach Vol, veh/h		833			627			10			542	
Approach Delay, s/veh		29.8			33.1			24.1			54.1	
Approach LOS		C			C			C			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6	7	8			
Case No			8.0	2.0	4.0		8.0	2.0	3.0			
Phs Duration (G+Y+Rc), s			50.4	4.6	65.0		50.4	24.5	45.1			
Change Period (Y+Rc), s			* 5.9	* 4.2	6.5		5.9	* 4.2	6.5			
Max Green (Gmax), s			* 30	* 16	58.5		29.1	* 36	38.5			
Max Allow Headway (MAH), s			5.9	3.8	5.2		5.5	3.8	4.8			
Max Q Clear (g_c+I1), s			2.4	2.2	13.0		42.6	19.6	13.6			
Green Ext Time (g_e), s			0.0	0.0	3.8		0.0	0.7	3.6			
Prob of Phs Call (p_c)			1.00	0.10	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00	0.00	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5	3			1	7				
Mvmt Sat Flow, veh/h			504	1810			474	1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			122		3658		20		3610			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			268		39		1062		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		0	5	3	0	0	1	7	0			
Lane Assignment			L+T+R	L (Prot)			L+T+R	L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Existing NP - AM Peak Hour

Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	10	3	0	0	542	271	0
Grp Sat Flow (s), veh/h/ln	0	895	1810	0	0	1555	1810	0
Q Serve Time (g_s), s	0.0	0.0	0.2	0.0	0.0	39.2	17.6	0.0
Cycle Q Clear Time (g_c), s	0.0	0.4	0.2	0.0	0.0	40.6	17.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1027	0	0	0	1435	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	836	0	0	0	1870	0	0
Perm LT Eff Green (g_p), s	0.0	44.0	0.0	0.0	0.0	44.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	3.4	0.0	0.0	0.0	43.6	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	39.2	0.0	0.0
Time to First Blk (g_f), s	0.0	1.3	0.0	0.0	0.0	1.4	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.4	0.0	0.0	0.0	1.4	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.60	1.00	0.00	0.00	0.32	1.00	0.00
Lane Grp Cap (c), veh/h	0	376	6	0	0	610	306	0
V/C Ratio (X)	0.00	0.03	0.52	0.00	0.00	0.89	0.89	0.00
Avail Cap (c_a), veh/h	0	376	238	0	0	610	540	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.39	0.00
Uniform Delay (d1), s/veh	0.0	24.0	59.7	0.0	0.0	36.7	48.7	0.0
Incr Delay (d2), s/veh	0.0	0.1	58.3	0.0	0.0	17.4	3.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.1	118.1	0.0	0.0	54.1	52.4	0.0
1st-Term Q (Q1), veh/ln	0.0	0.2	0.1	0.0	0.0	15.3	7.9	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	3.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.2	0.0	0.0	18.2	8.2	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.09	0.00	0.00	0.58	2.06	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	2
Grp Vol (v), veh/h	0	0	0	274	0	0	0	423
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	11.0	0.0	0.0	0.0	10.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	11.0	0.0	0.0	0.0	10.8
Lane Grp Cap (c), veh/h	0	0	0	880	0	0	0	1162
V/C Ratio (X)	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.36
Avail Cap (c_a), veh/h	0	0	0	880	0	0	0	1162
Upstream Filter (I)	0.00	0.00	0.00	0.39	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	18.6	0.0	0.0	0.0	31.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	18.9	0.0	0.0	0.0	32.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.6	0.0	0.0	0.0	4.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Existing NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.7	0.0	0.0	0.0	4.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.27	0.00	0.00	0.00	0.75
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	288	0	0	0	201
Grp Sat Flow (s), veh/h/ln	0	0	0	1893	0	0	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	11.0	0.0	0.0	0.0	11.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	11.0	0.0	0.0	0.0	11.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.30	0.00	0.02	0.00	0.68	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	923	0	0	0	518
V/C Ratio (X)	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.39
Avail Cap (c_a), veh/h	0	0	0	923	0	0	0	518
Upstream Filter (I)	0.00	0.00	0.00	0.39	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	18.6	0.0	0.0	0.0	31.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	2.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	18.9	0.0	0.0	0.0	33.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.8	0.0	0.0	0.0	4.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.9	0.0	0.0	0.0	4.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.28	0.00	0.00	0.00	2.69
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	181	3	22	28	0	18
Future Vol, veh/h	181	3	22	28	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	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	232	4	28	36	0	23






















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	236	0	- 234
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	- 6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	- 3.3
Pot Cap-1 Maneuver	-	-	1343	-	0 810
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1343	-	- 810
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	810	-	-	1343	-
HCM Lane V/C Ratio	0.028	-	-	0.021	-
HCM Control Delay (s)	9.6	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Existing NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	28	168	105	11	24	36	622	145	26	660	3
Future Volume (veh/h)	2	28	168	105	11	24	36	622	145	26	660	3
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	29	175	109	11	25	38	648	151	27	688	3
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	15	221	201	138	39	89	49	949	221	41	1202	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.12	0.12	0.08	0.08	0.07	0.03	0.64	0.63	0.02	0.63	0.63
Unsig. Movement Delay												
Ln Grp Delay, s/veh	56.7	0.0	73.2	75.7	0.0	64.6	91.6	0.0	20.2	86.3	17.3	9.8
Ln Grp LOS	E	A	E	E	A	E	F	A	C	F	B	A
Approach Vol, veh/h		206			145			837			718	
Approach Delay, s/veh		70.7			72.9			23.4			19.9	
Approach LOS		E			E			C			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	4.0	11.0	10.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		7.3	98.9	22.8	16.0	8.0	98.2					
Change Period (Y+Rc), s		4.0	6.5	4.7	5.0	4.0	6.5					
Max Green (Gmax), s		16.0	38.5	35.3	35.0	16.0	38.5					
Max Allow Headway (MAH), s		3.8	5.3	4.2	4.2	3.8	5.2					
Max Q Clear (g_c+I1), s		4.1	42.5	17.5	10.6	5.0	32.3					
Green Ext Time (g_e), s		0.0	0.0	0.6	0.5	0.0	2.4					
Prob of Phs Call (p_c)		0.66	1.00	1.00	1.00	0.78	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		122	1810	1810						
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			1490	1772	516		1900					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			347	1610	1173		1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L+T	L	L (Prot)						

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Existing NP - AM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	27	0	31	109	38	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1894	1810	1810	0	0	0
Q Serve Time (g_s), s	2.1	0.0	2.1	8.6	3.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.1	0.0	2.1	8.6	3.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1810	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.06	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	41	0	237	138	49	0	0	0
V/C Ratio (X)	0.65	0.00	0.13	0.79	0.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	200	0	461	437	200	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	70.3	0.0	56.5	65.9	70.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	16.0	0.0	0.2	9.8	21.5	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	86.3	0.0	56.7	75.7	91.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.0	0.0	1.0	4.0	1.4	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.4	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.2	0.0	1.0	4.4	1.7	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.40	0.29	0.30	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment	T							
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	688	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	30.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	30.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1202	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.57	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1202	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	15.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	17.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	12.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 8: Market St & Via Cerro

Agua Mansa Industrial  
 Existing NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	13.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	799	175	36	0	3	0	0
Grp Sat Flow (s), veh/h/ln	0	1837	1610	1689	0	1610	0	0
Q Serve Time (g_s), s	0.0	40.5	15.5	2.9	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	40.5	15.5	2.9	0.0	0.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.19	1.00	0.69	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1170	201	128	0	1018	0	0
V/C Ratio (X)	0.00	0.68	0.87	0.28	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1170	392	408	0	1018	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.9	62.3	63.4	0.0	9.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.2	10.9	1.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.2	73.2	64.6	0.0	9.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	16.6	6.4	1.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.6	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	17.7	7.0	1.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.12	2.72	0.07	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
























Intersection Summary

HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C



HCM 6th Signalized Intersection Capacity Analysis  
9: Market St & Rivera St

Agua Mansa Industrial  
Existing NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	8	285	0	33	35	725	257	47	821	3
Future Volume (veh/h)	0	0	8	285	0	33	35	725	257	47	821	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	8	294	0	34	36	747	265	48	846	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	0	37	32	415	0	185	873	2183	1158	151	758	3
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
Prop Arrive On Green	0.00	0.00	0.02	0.11	0.00	0.11	0.96	1.00	1.00	0.08	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	47.6	40.6	0.0	36.5	0.9	0.4	0.4	40.0	117.5	116.4
Ln Grp LOS	A	A	D	D	A	D	A	A	A	D	F	F
Approach Vol, veh/h		8			328			1048			897	
Approach Delay, s/veh		47.6			40.2			0.4			112.8	
Approach LOS		D			D			A			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	6	5					
Case No		2.0	3.0	9.0	11.0	4.0	2.0					
Phs Duration (G+Y+Rc), s		11.5	58.4	14.3	5.8	22.5	47.4					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	18.0	18.0	18.0	18.0	18.0					
Max Allow Headway (MAH), s		3.8	4.9	3.8	4.0	5.2	3.8					
Max Q Clear (g_c+I1), s		4.2	2.0	9.0	2.4	20.5	2.1					
Green Ext Time (g_e), s		0.1	5.6	0.8	0.0	0.0	0.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.18	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.04	0.00	1.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7		5					
Mvmt Sat Flow, veh/h		1810		3619	0		1810					
Through Movement Data												
Assigned Mvmt			2	8	4	6						
Mvmt Sat Flow, veh/h			3610	0	1900	3690						
Right-Turn Movement Data												
Assigned Mvmt			12	18	14	16						
Mvmt Sat Flow, veh/h			1610	1610	1610	13						
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	0	5	0	0			
Lane Assignment		L (Prot)		L			L (Prot)					

HCM 6th Signalized Intersection Capacity Analysis  
 9: Market St & Rivera St

Agua Mansa Industrial  
 Existing NP - AM Peak Hour

Lanes in Grp	1	0	2	0	0	1	0	0
Grp Vol (v), veh/h	48	0	294	0	0	36	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	0	1810	0	0
Q Serve Time (g_s), s	2.2	0.0	7.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	2.2	0.0	7.0	0.0	0.0	0.1	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	151	0	415	0	0	873	0	0
V/C Ratio (X)	0.32	0.00	0.71	0.00	0.00	0.04	0.00	0.00
Avail Cap (c_a), veh/h	372	0	744	0	0	873	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.95	0.00	0.00
Uniform Delay (d1), s/veh	38.8	0.0	38.4	0.0	0.0	0.8	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.0	2.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.0	0.0	40.6	0.0	0.0	0.9	0.0	0.0
1st-Term Q (Q1), veh/ln	1.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.0	0.0	3.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	0.22	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	8	4	6	0	0	0
Lane Assignment		T		T	T			
Lanes in Grp	0	2	0	1	1	0	0	0
Grp Vol (v), veh/h	0	747	0	0	414	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	1805	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2183	0	37	371	0	0	0
V/C Ratio (X)	0.00	0.34	0.00	0.00	1.12	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2183	0	391	371	0	0	0
Upstream Filter (I)	0.00	0.95	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	81.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	0.0	0.0	117.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	7.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	8.4	0.0	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
9: Market St & Rivera St

Agua Mansa Industrial  
Existing NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	16.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	1.37	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	10.7	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	16	0	0	0
Lane Assignment		R	R	R	T+R			
Lanes in Grp	0	1	1	1	1	0	0	0
Grp Vol (v), veh/h	0	265	34	8	435	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1610	1610	1898	0	0	0
Q Serve Time (g_s), s	0.0	0.0	1.7	0.4	18.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.7	0.4	18.5	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.01	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1158	185	32	390	0	0	0
V/C Ratio (X)	0.00	0.23	0.18	0.25	1.12	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1158	331	331	390	0	0	0
Upstream Filter (I)	0.00	0.95	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	36.0	43.5	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.5	4.1	80.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	36.5	47.6	116.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.7	0.2	8.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	8.7	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.7	0.2	17.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.14	0.02	1.43	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	11.3	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

Intersection Summary




















HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Existing NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	94	0	708	201	309	0	0	964	150
Future Volume (veh/h)	0	0	0	94	0	708	201	309	0	0	964	150
Number				3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				96	0	0	205	315	0	0	984	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
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				131	0		245	2928	0	0	2239	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.07	0.00	0.00	0.14	0.81	0.00	0.00	0.62	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				48.6	0.0	0.0	45.7	1.8	0.0	0.0	9.5	0.0
Ln Grp LOS				D	A		D	A	A	A	A	
Approach Vol, veh/h					96			520			984	
Approach Delay, s/veh					48.6			19.1			9.5	
Approach LOS					D			B			A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	8		5	6					
Case No			4.0	11.0		2.0	7.0					
Phs Duration (G+Y+Rc), s			78.5	11.5		17.2	61.3					
Change Period (Y+Rc), s			5.5	5.0		5.0	5.5					
Max Green (Gmax), s			46.5	33.0		19.0	22.5					
Max Allow Headway (MAH), s			5.2	5.3		3.8	5.2					
Max Q Clear (g_c+I1), s			3.6	6.7		11.9	14.8					
Green Ext Time (g_e), s			2.3	0.5		0.3	4.0					
Prob of Phs Call (p_c)			1.00	0.91		0.99	1.00					
Prob of Max Out (p_x)			0.00	0.00		0.08	0.00					
Left-Turn Movement Data												
Assigned Mvmt				3		5	1					
Mvmt Sat Flow, veh/h				1810		1810	0					
Through Movement Data												
Assigned Mvmt			2	8			6					
Mvmt Sat Flow, veh/h			3705	0			3705					
Right-Turn Movement Data												
Assigned Mvmt			12	18			16					
Mvmt Sat Flow, veh/h			0	1610			1610					
Left Lane Group Data												
Assigned Mvmt	0	0	3	0	5	1	0	0				
Lane Assignment			L+T		L (Prot)							

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Existing NP - AM Peak Hour

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	96	0	205	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	4.7	0.0	9.9	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	4.7	0.0	9.9	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	55.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	131	0	245	0	0	0
V/C Ratio (X)	0.00	0.00	0.73	0.00	0.84	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	663	0	382	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.83	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	40.9	0.0	37.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.7	0.0	7.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	48.6	0.0	45.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	2.1	0.0	4.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	0.5	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.3	0.0	4.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.10	0.00	0.81	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	315	0	0	0	984	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	1.6	0.0	0.0	0.0	12.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.6	0.0	0.0	0.0	12.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	2928	0	0	0	2239	0	0
V/C Ratio (X)	0.00	0.11	0.00	0.00	0.00	0.44	0.00	0.00
Avail Cap (c_a), veh/h	0	2928	0	0	0	2239	0	0
Upstream Filter (I)	0.00	0.83	0.00	0.00	0.00	0.86	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.8	0.0	0.0	0.0	8.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.5	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
Control Delay (d), s/veh	0.0	1.8	0.0	0.0	0.0	9.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.0	0.0	4.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Existing NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.0	0.0	4.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.35	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	116	0	0	999	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	590	0	0	999	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	15.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing NP - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↗					↕↗		↘	↕↕	
Traffic Volume (veh/h)	96	0	715	0	0	0	0	414	141	595	463	0
Future Volume (veh/h)	96	0	715	0	0	0	0	414	141	595	463	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	104	0	777				0	450	0	647	503	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	372	0	598				0	1143		543	2427	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.67	0.67	1.00
Prop Arrive On Green	0.21	0.00	0.21				0.00	0.32	0.00	0.20	0.45	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	30.3	0.0	181.9				0.0	25.0	0.0	137.5	10.4	0.0
Ln Grp LOS	C	A	F				A	C		F	B	A
Approach Vol, veh/h		881						450			1150	
Approach Delay, s/veh		164.0						25.0			81.9	
Approach LOS		F						C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		32.0	34.0		24.0		66.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	28.5		19.0		60.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		29.0	10.8		21.0		9.6					
Green Ext Time (g_e), s		0.0	2.8		0.0		3.9					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing NP - AM Peak Hour

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	647	0	0	104	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	27.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	27.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	28.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	543	0	0	372	0	0	0	0
V/C Ratio (X)	1.19	0.00	0.00	0.28	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	543	0	0	372	0	0	0	0
Upstream Filter (I)	0.87	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	36.0	0.0	0.0	29.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	101.6	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	137.5	0.0	0.0	30.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	12.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	15.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	27.6	0.0	0.0	1.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	5.51	0.00	0.00	0.10	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	26.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	450	0	0	0	503	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	8.8	0.0	0.0	0.0	7.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.8	0.0	0.0	0.0	7.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1143	0	0	0	2427	0	0
V/C Ratio (X)	0.00	0.39	0.00	0.00	0.00	0.21	0.00	0.00
Avail Cap (c_a), veh/h	0	1143	0	0	0	2427	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d1), s/veh	0.0	24.0	0.0	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	0.2	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
Control Delay (d), s/veh	0.0	25.0	0.0	0.0	0.0	10.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	0.0	0.0	2.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0



HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.8	0.0	0.0	0.0	3.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.26	0.00	0.00	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	777	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	598	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	1.30	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	598	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	146.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	181.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	18.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	1.34	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	44.7	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary

























HCM 6th Ctrl Delay	100.8
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Existing NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	182	115	134	384	112	148	672	50	76	979	162
Future Volume (veh/h)	161	182	115	134	384	112	148	672	50	76	979	162
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	173	196	124	144	413	120	159	723	54	82	1053	174
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	213	490	415	185	461	391	200	1402	105	123	1333	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.26	0.26	0.10	0.24	0.24	0.11	0.41	0.40	0.07	0.37	0.37
Unsig. Movement Delay												
Ln Grp Delay, s/veh	62.5	31.2	30.2	51.0	54.6	31.4	56.2	24.5	24.5	51.6	32.9	23.6
Ln Grp LOS	E	C	C	D	D	C	E	C	C	D	C	C
Approach Vol, veh/h		493			677			936			1309	
Approach Delay, s/veh		41.9			49.7			29.9			32.9	
Approach LOS		D			D			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		10.8	45.2	14.2	29.8	15.0	40.9	15.8	28.3			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		9.8	34.9	15.2	22.1	13.5	31.2	11.8	25.5			
Max Allow Headway (MAH), s		3.8	5.3	3.8	4.8	3.8	5.1	3.8	5.0			
Max Q Clear (g_c+I1), s		6.4	17.9	9.8	10.5	10.6	28.0	11.3	23.0			
Green Ext Time (g_e), s		0.0	4.6	0.2	1.1	0.1	2.2	0.0	0.7			
Prob of Phs Call (p_c)		0.90	1.00	0.98	1.00	0.99	1.00	0.99	1.00			
Prob of Max Out (p_x)		1.00	0.00	0.22	0.05	1.00	0.00	1.00	1.00			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3405		1900		3610		1900			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			254		1610		1610		1610			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Existing NP - AM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	82	0	144	0	159	0	173	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	4.4	0.0	7.8	0.0	8.6	0.0	9.3	0.0
Cycle Q Clear Time (g_c), s	4.4	0.0	7.8	0.0	8.6	0.0	9.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	123	0	185	0	200	0	213	0
V/C Ratio (X)	0.67	0.00	0.78	0.00	0.80	0.00	0.81	0.00
Avail Cap (c_a), veh/h	186	0	284	0	253	0	223	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	45.5	0.0	43.8	0.0	43.4	0.0	43.0	0.0
Incr Delay (d2), s/veh	6.1	0.0	7.2	0.0	12.8	0.0	19.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	51.6	0.0	51.0	0.0	56.2	0.0	62.5	0.0
1st-Term Q (Q1), veh/ln	2.0	0.0	3.4	0.0	3.8	0.0	4.1	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.4	0.0	0.7	0.0	1.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.2	0.0	3.8	0.0	4.5	0.0	5.3	0.0
%ile Storage Ratio (RQ%)	0.21	0.00	0.22	0.00	0.45	0.00	1.02	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	383	0	196	0	1053	0	413
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	15.8	0.0	8.5	0.0	26.0	0.0	21.0
Cycle Q Clear Time (g_c), s	0.0	15.8	0.0	8.5	0.0	26.0	0.0	21.0
Lane Grp Cap (c), veh/h	0	743	0	490	0	1333	0	461
V/C Ratio (X)	0.00	0.52	0.00	0.40	0.00	0.79	0.00	0.90
Avail Cap (c_a), veh/h	0	743	0	490	0	1333	0	494
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.0	0.0	30.7	0.0	28.1	0.0	36.6
Incr Delay (d2), s/veh	0.0	2.5	0.0	0.5	0.0	4.8	0.0	18.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.5	0.0	31.2	0.0	32.9	0.0	54.6
1st-Term Q (Q1), veh/ln	0.0	6.5	0.0	3.9	0.0	10.9	0.0	9.6
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.1	0.0	0.9	0.0	2.3

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Existing NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.1	0.0	3.9	0.0	11.8	0.0	11.9
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.18	0.00	0.70	0.00	0.67
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	394	0	124	0	174	0	120
Grp Sat Flow (s), veh/h/ln	0	1854	0	1610	0	1610	0	1610
Q Serve Time (g_s), s	0.0	15.9	0.0	6.2	0.0	7.6	0.0	6.1
Cycle Q Clear Time (g_c), s	0.0	15.9	0.0	6.2	0.0	7.6	0.0	6.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.14	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	764	0	415	0	594	0	391
V/C Ratio (X)	0.00	0.52	0.00	0.30	0.00	0.29	0.00	0.31
Avail Cap (c_a), veh/h	0	764	0	415	0	594	0	419
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.0	0.0	29.8	0.0	22.3	0.0	31.0
Incr Delay (d2), s/veh	0.0	2.5	0.0	0.4	0.0	1.2	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.5	0.0	30.2	0.0	23.6	0.0	31.4
1st-Term Q (Q1), veh/ln	0.0	6.8	0.0	2.4	0.0	2.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.3	0.0	2.4	0.0	3.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	0.11	0.00	0.38	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	37	28	371	481	35
Future Vol, veh/h	22	37	28	371	481	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	160	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	24	41	31	412	534	39

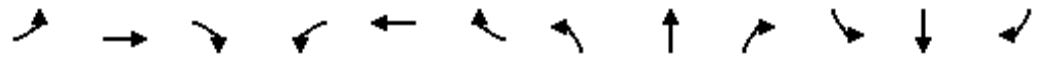
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	822	287	573	0	-	0
Stage 1	554	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	316	716	1010	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	306	716	1010	-	-	-
Mov Cap-2 Maneuver	415	-	-	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	759	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1010	-	415	716	-	-
HCM Lane V/C Ratio	0.031	-	0.059	0.057	-	-
HCM Control Delay (s)	8.7	-	14.2	10.3	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.2	-	-

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Existing NP - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷		↶	↷		↶	↷	
Traffic Volume (veh/h)	1	4	12	4	2	60	15	338	7	100	411	7
Future Volume (veh/h)	1	4	12	4	2	60	15	338	7	100	411	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	4	13	4	2	66	16	371	8	110	452	8
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	2	21	68	9	3	89	31	2653	57	136	2877	51
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.00	0.05	0.05	0.01	0.06	0.05	0.02	0.73	0.74	0.08	0.79	0.80
Unsig. Movement Delay												
Ln Grp Delay, s/veh	147.0	0.0	60.1	92.4	0.0	71.6	76.6	5.3	5.3	69.9	3.4	3.4
Ln Grp LOS	F	A	E	F	A	E	E	A	A	E	A	A
Approach Vol, veh/h		18			72			395			570	
Approach Delay, s/veh		64.9			72.8			8.2			16.3	
Approach LOS		E			E			A			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		13.3	100.8	4.2	11.8	5.7	108.3	3.7	12.3			
Change Period (Y+Rc), s		3.5	5.3	3.5	4.9	3.5	5.3	3.5	4.9			
Max Green (Gmax), s		21.5	39.7	21.5	30.1	21.5	39.7	21.5	30.1			
Max Allow Headway (MAH), s		3.8	5.2	3.8	5.5	3.8	5.2	3.8	5.6			
Max Q Clear (g_c+I1), s		9.8	6.0	2.3	3.3	3.1	5.8	2.1	7.4			
Green Ext Time (g_e), s		0.2	2.4	0.0	0.0	0.0	2.9	0.0	0.3			
Prob of Phs Call (p_c)		0.98	1.00	0.13	0.96	0.44	1.00	0.04	0.96			
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3613		393		3629		48			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			78		1277		64		1570			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Existing NP - AM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	110	0	4	0	16	0	1	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	7.8	0.0	0.3	0.0	1.1	0.0	0.1	0.0
Cycle Q Clear Time (g_c), s	7.8	0.0	0.3	0.0	1.1	0.0	0.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	136	0	9	0	31	0	2	0
V/C Ratio (X)	0.81	0.00	0.43	0.00	0.52	0.00	0.41	0.00
Avail Cap (c_a), veh/h	299	0	299	0	299	0	299	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	59.2	0.0	64.5	0.0	63.4	0.0	64.9	0.0
Incr Delay (d2), s/veh	10.7	0.0	28.0	0.0	13.2	0.0	82.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	69.9	0.0	92.4	0.0	76.6	0.0	147.0	0.0
1st-Term Q (Q1), veh/ln	3.6	0.0	0.1	0.0	0.5	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	0.1	0.0	0.1	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	4.0	0.0	0.2	0.0	0.6	0.0	0.1	0.0
%ile Storage Ratio (RQ%)	0.69	0.00	0.04	0.00	0.11	0.00	0.02	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	185	0	0	0	225	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	3.9	0.0	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.9	0.0	0.0	0.0	3.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1325	0	0	0	1431	0	0
V/C Ratio (X)	0.00	0.14	0.00	0.00	0.00	0.16	0.00	0.00
Avail Cap (c_a), veh/h	0	1325	0	0	0	1431	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.1	0.0	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.2	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
Control Delay (d), s/veh	0.0	5.3	0.0	0.0	0.0	3.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	0.0	0.0	1.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Existing NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	0.0	0.0	1.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	194	0	17	0	235	0	68
Grp Sat Flow (s), veh/h/ln	0	1886	0	1670	0	1888	0	1617
Q Serve Time (g_s), s	0.0	4.0	0.0	1.3	0.0	3.8	0.0	5.4
Cycle Q Clear Time (g_c), s	0.0	4.0	0.0	1.3	0.0	3.8	0.0	5.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.04	0.00	0.76	0.00	0.03	0.00	0.97
Lane Grp Cap (c), veh/h	0	1385	0	88	0	1497	0	92
V/C Ratio (X)	0.00	0.14	0.00	0.19	0.00	0.16	0.00	0.74
Avail Cap (c_a), veh/h	0	1385	0	387	0	1497	0	374
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	5.1	0.0	59.1	0.0	3.2	0.0	60.6
Incr Delay (d2), s/veh	0.0	0.2	0.0	1.0	0.0	0.2	0.0	11.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.3	0.0	60.1	0.0	3.4	0.0	71.6
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	0.5	0.0	1.2	0.0	2.2
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	0.6	0.0	1.3	0.0	2.5
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.03	0.00	0.04	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B



HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Existing NP - AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations									
Traffic Volume (veh/h)	34	12	308	46	9	437			
Future Volume (veh/h)	34	12	308	46	9	437			
Number	3	18	2	12	1	6			
Initial Q, 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			
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	37	13	335	50	10	475			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes				Yes				
Cap, veh/h	134	120	2206	326	47	1506			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.07	0.07	0.70	0.68	0.03	0.79			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	27.3	26.3	3.3	3.3	30.8	1.8			
Ln Grp LOS	C	C	A	A	C	A			
Approach Vol, veh/h	50		385			485			
Approach Delay, s/veh	27.1		3.3			2.4			
Approach LOS	C		A			A			
Timer:		1	2	3	4	5	6	7	8
Assigned Phs		1	2	8			6		
Case No		2.0	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s		5.6	46.0	8.5			51.5		
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5		
Max Green (Gmax), s		7.0	21.5	18.0			33.0		
Max Allow Headway (MAH), s		3.8	5.3	3.9			5.2		
Max Q Clear (g_c+I1), s		2.3	4.2	3.2			6.2		
Green Ext Time (g_e), s		0.0	2.1	0.1			3.2		
Prob of Phs Call (p_c)		0.15	1.00	0.57			1.00		
Prob of Max Out (p_x)		0.17	0.00	0.00			0.00		
<b>Left-Turn Movement Data</b>									
Assigned Mvmt		1	5	3					
Mvmt Sat Flow, veh/h		1810	0	1810					
<b>Through Movement Data</b>									
Assigned Mvmt			2	8			6		
Mvmt Sat Flow, veh/h			3250	0			1900		
<b>Right-Turn Movement Data</b>									
Assigned Mvmt			12	18			16		
Mvmt Sat Flow, veh/h			466	1610			0		
<b>Left Lane Group Data</b>									
Assigned Mvmt		1	5	3	0	0	0	0	0
Lane Assignment		L (Prot)		L					

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
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Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	10	0	37	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	0	0	0	0
Q Serve Time (g_s), s	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	47	0	134	0	0	0	0	0
V/C Ratio (X)	0.21	0.00	0.28	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	226	0	558	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	28.6	0.0	26.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	30.8	0.0	27.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.5	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.5	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	190	0	0	0	475	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	2.1	0.0	0.0	0.0	4.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.1	0.0	0.0	0.0	4.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1263	0	0	0	1506	0	0
V/C Ratio (X)	0.00	0.15	0.00	0.00	0.00	0.32	0.00	0.00
Avail Cap (c_a), veh/h	0	1263	0	0	0	1506	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.0	0.0	0.0	0.0	1.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.3	0.0	0.0	0.0	1.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Existing NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	195	13	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1816	1610	0	0	0	0	0
Q Serve Time (g_s), s	0.0	2.2	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.2	0.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.26	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1270	120	0	0	0	0	0
V/C Ratio (X)	0.00	0.15	0.11	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1270	496	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.1	25.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.3	26.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	4.1
HCM 6th LOS	A

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	47	3	15	28	5	6
Future Vol, veh/h	47	3	15	28	5	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	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	52	3	17	31	6	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	55	0	104
Stage 1	-	-	-	-	54
Stage 2	-	-	-	-	50
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1563	-	889
Stage 1	-	-	-	-	968
Stage 2	-	-	-	-	972
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1563	-	879
Mov Cap-2 Maneuver	-	-	-	-	879
Stage 1	-	-	-	-	968
Stage 2	-	-	-	-	961

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	963	-	-	1563	-
HCM Lane V/C Ratio	0.013	-	-	0.011	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑	↑	
Traffic Vol, veh/h	50	0	3	30	0	1
Future Vol, veh/h	50	0	3	30	0	1
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	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	57	0	3	34	0	1

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	57	0
Stage 1	-	-	-	57
Stage 2	-	-	-	40
Critical Hdwy	-	-	4.1	-
Critical Hdwy Stg 1	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-
Pot Cap-1 Maneuver	-	-	1560	-
Stage 1	-	-	-	965
Stage 2	-	-	-	988
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	1560	-
Mov Cap-2 Maneuver	-	-	-	900
Stage 1	-	-	-	965
Stage 2	-	-	-	986

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1046	-	-	1560	-
HCM Lane V/C Ratio	0.001	-	-	0.002	-
HCM Control Delay (s)	8.4	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	↑
Traffic Vol, veh/h	50	2	13	48	1	10
Future Vol, veh/h	50	2	13	48	1	10
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	71	71	71	71	71	71
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	70	3	18	68	1	14

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	73	0	142 37
Stage 1	-	-	-	-	72 -
Stage 2	-	-	-	-	70 -
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	-	-	1540	-	842 1034
Stage 1	-	-	-	-	948 -
Stage 2	-	-	-	-	950 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1540	-	832 1034
Mov Cap-2 Maneuver	-	-	-	-	832 -
Stage 1	-	-	-	-	948 -
Stage 2	-	-	-	-	939 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1012	-	-	1540	-
HCM Lane V/C Ratio	0.015	-	-	0.012	-
HCM Control Delay (s)	8.6	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th Signalized Intersection Capacity Analysis  
1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
Existing NP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	54	16	378	47	429	32	333	478	441	519	19
Future Volume (veh/h)	33	54	16	378	47	429	32	333	478	441	519	19
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	57	17	402	50	0	34	354	509	469	552	20
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	141	110	33	246	31		100	1393	621	362	1915	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
Prop Arrive On Green	0.08	0.08	0.07	0.15	0.15	0.00	0.06	0.39	0.39	0.20	0.53	0.53
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.1	0.0	58.3	353.0	0.0	0.0	58.8	26.6	46.0	202.2	16.7	14.0
Ln Grp LOS	E	A	E	F	A		E	C	D	F	B	B
Approach Vol, veh/h		109			452			897			1041	
Approach Delay, s/veh		57.3			353.0			38.8			100.2	
Approach LOS		E			F			D			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	3.0	10.0	11.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		30.0	55.2	14.8	25.0	11.9	73.3					
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7					
Max Green (Gmax), s		25.0	38.0	20.0	19.0	20.0	* 44					
Max Allow Headway (MAH), s		3.8	4.5	4.8	5.3	3.8	5.2					
Max Q Clear (g_c+I1), s		27.0	37.5	6.9	21.0	4.3	12.6					
Green Ext Time (g_e), s		0.0	0.3	0.3	0.0	0.0	4.2					
Prob of Phs Call (p_c)		1.00	1.00	0.98	1.00	0.69	1.00					
Prob of Max Out (p_x)		1.00	0.00	0.00	1.00	0.00	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		1810	1618	1810						
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3610	1405	201		3610					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			1610	419	1610		1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L	L+T	L (Prot)						

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Existing NP - PM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	469	0	35	452	34	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1819	1810	0	0	0
Q Serve Time (g_s), s	25.0	0.0	2.3	19.0	2.3	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	25.0	0.0	2.3	19.0	2.3	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.89	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	362	0	141	277	100	0	0	0
V/C Ratio (X)	1.30	0.00	0.25	1.63	0.34	0.00	0.00	0.00
Avail Cap (c_a), veh/h	362	0	290	277	290	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.89	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	50.0	0.0	54.2	53.2	56.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	152.2	0.0	0.9	299.8	2.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	202.2	0.0	55.1	353.0	58.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	11.2	0.0	1.0	8.7	1.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	15.3	0.0	0.0	23.0	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	26.6	0.0	1.1	31.7	1.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	3.32	0.00	0.24	1.82	0.30	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	26.8	0.0	0.0	43.9	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	354	0	0	0	552	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	8.3	0.0	0.0	0.0	10.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.3	0.0	0.0	0.0	10.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1393	0	0	0	1915	0	0
V/C Ratio (X)	0.00	0.25	0.00	0.00	0.00	0.29	0.00	0.00
Avail Cap (c_a), veh/h	0	1393	0	0	0	1915	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	26.1	0.0	0.0	0.0	16.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.4	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
Control Delay (d), s/veh	0.0	26.6	0.0	0.0	0.0	16.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	0.0	0.0	4.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0



HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Existing NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.7	0.0	0.0	0.0	4.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.13	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	T+R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	509	74	0	0	20	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1825	1610	0	1610	0	0
Q Serve Time (g_s), s	0.0	35.5	4.9	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	35.5	4.9	0.0	0.0	0.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.23	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	621	143	245	0	854	0	0
V/C Ratio (X)	0.00	0.82	0.52	0.00	0.00	0.02	0.00	0.00
Avail Cap (c_a), veh/h	0	621	292	245	0	854	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	34.5	55.4	0.0	0.0	14.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	11.5	2.9	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	46.0	58.3	0.0	0.0	14.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	13.7	2.2	0.0	0.0	0.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	15.7	2.4	0.0	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	2.53	0.11	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary



















HCM 6th Ctrl Delay	122.0
HCM 6th LOS	F

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Existing NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	29	16	58	16	15	26	836	38	6	707	10
Future Volume (veh/h)	43	29	16	58	16	15	26	836	38	6	707	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	31	17	62	17	16	28	889	40	6	752	11
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	127	53	25	159	27	23	90	2457	111	90	2544	37
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.08	0.08	0.07	0.08	0.08	0.05	0.70	0.70	0.05	0.70	0.69
Unsig. Movement Delay												
Ln Grp Delay, s/veh	37.8	0.0	0.0	37.8	0.0	0.0	37.8	5.4	5.3	36.5	5.2	5.2
Ln Grp LOS	D	A	A	D	A	A	D	A	A	D	A	A
Approach Vol, veh/h		94			95			957			769	
Approach Delay, s/veh		37.8			37.8			6.3			5.4	
Approach LOS		D			D			A			A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4	5	6		8			
Case No		2.0	4.0		8.0	2.0	4.0		8.0			
Phs Duration (G+Y+Rc), s		7.7	61.9		10.4	7.7	61.9		10.4			
Change Period (Y+Rc), s		3.7	6.0		* 4.2	3.7	6.0		* 4.2			
Max Green (Gmax), s		16.3	34.0		* 16	16.3	34.0		* 16			
Max Allow Headway (MAH), s		3.8	5.2		5.3	3.8	5.2		5.4			
Max Q Clear (g_c+I1), s		2.3	10.2		6.0	3.2	8.3		6.1			
Green Ext Time (g_e), s		0.0	6.5		0.3	0.0	5.1		0.3			
Prob of Phs Call (p_c)		1.00	1.00		0.99	1.00	1.00		0.99			
Prob of Max Out (p_x)		0.00	0.00		0.04	0.00	0.00		0.05			
Left-Turn Movement Data												
Assigned Mvmt		1			7	5			3			
Mvmt Sat Flow, veh/h		1810			772	1810			1094			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3518		679		3642		346			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			158		320		53		292			
Left Lane Group Data												
Assigned Mvmt		1	0	0	7	5	0	0	3			
Lane Assignment		L (Prot)			L+T+R	L (Prot)			L+T+R			

## HCM 6th Signalized Intersection Capacity Analysis 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Existing NP - PM Peak Hour

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	6	0	0	94	28	0	0	95
Grp Sat Flow (s), veh/h/ln	1810	0	0	1771	1810	0	0	1732
Q Serve Time (g_s), s	0.3	0.0	0.0	0.0	1.2	0.0	0.0	0.1
Cycle Q Clear Time (g_c), s	0.3	0.0	0.0	4.0	1.2	0.0	0.0	4.1
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1398	0	0	0	1379
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1855	0	0	0	1840
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	5.7	0.0	0.0	0.0	5.7
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	1.7	0.0	0.0	0.0	1.8
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Time to First Blk (g_f), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.2
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.49	1.00	0.00	0.00	0.65
Lane Grp Cap (c), veh/h	90	0	0	194	90	0	0	198
V/C Ratio (X)	0.07	0.00	0.00	0.49	0.31	0.00	0.00	0.48
Avail Cap (c_a), veh/h	369	0	0	382	369	0	0	376
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.61	0.00	0.00	1.00
Uniform Delay (d1), s/veh	36.2	0.0	0.0	35.9	36.7	0.0	0.0	36.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.9	1.2	0.0	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	36.5	0.0	0.0	37.8	37.8	0.0	0.0	37.8
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	1.8	0.5	0.0	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.0	1.9	0.5	0.0	0.0	1.9
%ile Storage Ratio (RQ%)	0.02	0.00	0.00	0.21	0.09	0.00	0.00	0.23
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	456	0	0	0	373	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	8.2	0.0	0.0	0.0	6.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.2	0.0	0.0	0.0	6.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1261	0	0	0	1261	0	0
V/C Ratio (X)	0.00	0.36	0.00	0.00	0.00	0.30	0.00	0.00
Avail Cap (c_a), veh/h	0	1261	0	0	0	1261	0	0
Upstream Filter (I)	0.00	0.61	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.9	0.0	0.0	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.4	0.0	0.0	0.0	5.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.3	0.0	0.0	0.0	1.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0

## HCM 6th Signalized Intersection Capacity Analysis 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Existing NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.5	0.0	0.0	0.0	2.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	473	0	0	0	390	0	0
Grp Sat Flow (s), veh/h/ln	0	1872	0	0	0	1890	0	0
Q Serve Time (g_s), s	0.0	8.1	0.0	0.0	0.0	6.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.1	0.0	0.0	0.0	6.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	0.18	0.00	0.03	0.00	0.17
Lane Grp Cap (c), veh/h	0	1307	0	0	0	1320	0	0
V/C Ratio (X)	0.00	0.36	0.00	0.00	0.00	0.30	0.00	0.00
Avail Cap (c_a), veh/h	0	1307	0	0	0	1320	0	0
Upstream Filter (I)	0.00	0.61	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.9	0.0	0.0	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.3	0.0	0.0	0.0	5.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.4	0.0	0.0	0.0	1.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.6	0.0	0.0	0.0	2.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary





















HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Existing NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	0	154	481	91	85	47	890	0	0	837	15
Future Volume (veh/h)	27	0	154	481	91	85	47	890	0	0	837	15
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	28	0	160	501	95	89	49	927	0	0	872	16
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
Opposing Right Turn Influence	Yes			Yes			Yes			No		
Cap, veh/h	781	0	787	561	89	84	196	1269	0	0	1274	23
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.49	0.00	0.49	0.48	0.49	0.49	0.35	0.35	0.00	0.00	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.4	0.0	10.2	40.4	0.0	0.0	30.7	23.5	0.0	0.0	22.5	22.4
Ln Grp LOS	A	A	B	D	A	A	C	C	A	A	C	C
Approach Vol, veh/h		188			685			976			888	
Approach Delay, s/veh		10.1			40.4			23.9			22.4	
Approach LOS		B			D			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4		6		8			
Case No			6.0		8.0		8.0		7.0			
Phs Duration (G+Y+Rc), s			30.0		40.0		30.0		40.0			
Change Period (Y+Rc), s			5.4		5.8		5.4		5.8			
Max Green (Gmax), s			24.6		34.2		24.6		34.2			
Max Allow Headway (MAH), s			5.8		4.6		5.7		3.3			
Max Q Clear (g_c+I1), s			21.4		35.7		16.4		5.9			
Green Ext Time (g_e), s			2.1		0.0		4.0		0.4			
Prob of Phs Call (p_c)			1.00		1.00		1.00		1.00			
Prob of Max Out (p_x)			1.00		1.00		0.77		0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7		1		3			
Mvmt Sat Flow, veh/h			636		966		0		1387			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3705		183		3721		0			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			0		172		67		1610			
Left Lane Group Data												
Assigned Mvmt		0	5	0	7	0	1	0	3			
Lane Assignment			L		L+T+R				L+T			

**HCM 6th Signalized Intersection Capacity Analysis**  
**3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp**

**Agua Mansa Industrial**  
 Existing NP - PM Peak Hour

Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	49	0	685	0	0	0	28
Grp Sat Flow (s), veh/h/ln	0	636	0	1320	0	0	0	1387
Q Serve Time (g_s), s	0.0	5.0	0.0	33.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	19.4	0.0	33.7	0.0	0.0	0.0	0.7
Perm LT Sat Flow (s_l), veh/h/ln	0	636	0	1246	0	0	0	1219
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1390
Perm LT Eff Green (g_p), s	0.0	24.6	0.0	33.7	0.0	0.0	0.0	34.2
Perm LT Serve Time (g_u), s	0.0	10.2	0.0	33.0	0.0	0.0	0.0	0.5
Perm LT Q Serve Time (g_ps), s	0.0	5.0	0.0	33.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.73	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	196	0	725	0	0	0	781
V/C Ratio (X)	0.00	0.25	0.00	0.95	0.00	0.00	0.00	0.04
Avail Cap (c_a), veh/h	0	196	0	725	0	0	0	781
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	27.7	0.0	19.5	0.0	0.0	0.0	9.3
Incr Delay (d2), s/veh	0.0	3.0	0.0	20.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.7	0.0	40.4	0.0	0.0	0.0	9.4
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	10.5	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	4.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.9	0.0	14.7	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	0.65	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	927	0	0	0	434	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	15.7	0.0	0.0	0.0	14.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.7	0.0	0.0	0.0	14.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1269	0	0	0	634	0	0
V/C Ratio (X)	0.00	0.73	0.00	0.00	0.00	0.68	0.00	0.00
Avail Cap (c_a), veh/h	0	1269	0	0	0	634	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.97	0.00	0.00
Uniform Delay (d1), s/veh	0.0	19.8	0.0	0.0	0.0	19.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.7	0.0	0.0	0.0	3.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.5	0.0	0.0	0.0	22.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.1	0.0	0.0	0.0	5.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.5	0.0	0.0

**HCM 6th Signalized Intersection Capacity Analysis**  
**3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp**

**Agua Mansa Industrial**  
 Existing NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.7	0.0	0.0	0.0	6.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.22	0.00	0.00	0.00	0.10	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Right Lane Group Data**

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						T+R		R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	454	0	160
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1888	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	14.4	0.0	3.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	14.4	0.0	3.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.13	0.00	0.04	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	664	0	787
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.20
Avail Cap (c_a), veh/h	0	0	0	0	0	664	0	787
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.97	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	19.4	0.0	10.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	22.4	0.0	10.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	5.8	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	6.3	0.0	1.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0






















**Intersection Summary**

HCM 6th Ctrl Delay	26.6
HCM 6th LOS	C

HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Existing NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	552	39	378	14	0	3	0	594	246	89	881	0
Future Volume (veh/h)	552	39	378	14	0	3	0	594	246	89	881	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	575	41	394	15	0	3	0	619	256	93	918	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	403	29	0	0	0	623	257	116	1273	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
Prop Arrive On Green	0.25	0.25	0.25	0.02	0.00	0.00	0.00	0.25	0.25	0.06	0.35	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	149.3	0.0	91.3	73.8	0.0	0.0	0.0	93.0	94.4	69.5	42.9	0.0
Ln Grp LOS	F	A	F	E	A	A	A	F	F	E	D	A
Approach Vol, veh/h		1010			15			875			1011	
Approach Delay, s/veh		0.0			73.8			93.7			45.4	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	14.4	40.8	7.6		54.8					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.3	2.8	4.8	2.8		4.2					
Max Q Clear (g_c+I1), s		36.8	9.1	36.0	3.2		32.9					
Green Ext Time (g_e), s		0.0	0.1	0.0	0.0		5.0					
Prob of Phs Call (p_c)		1.00	0.97	1.00	0.44		1.00					
Prob of Max Out (p_x)		1.00	0.00	1.00	0.00		0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
<b>Through Movement Data</b>												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		2585		0			3705					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		1029		1610			0					
<b>Left Lane Group Data</b>												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							



# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

## 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Existing NP - PM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	93	616	15	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	7.1	0.0	1.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.1	0.0	1.2	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1436	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.93	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	116	0	29	0	0	0	0
V/C Ratio (X)	0.00	0.80	0.00	0.53	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	64.7	149.3	68.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.8	0.0	5.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	69.5	149.3	73.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.3	0.0	0.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.4	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.75	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	449	0	0	0	0	918	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	34.7	0.0	0.0	0.0	0.0	30.9	0.0	0.0
Cycle Q Clear Time (g_c), s	34.7	0.0	0.0	0.0	0.0	30.9	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1273	0	0
V/C Ratio (X)	0.99	0.00	0.00	0.00	0.00	0.72	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.4	0.0	0.0	0.0	0.0	39.4	0.0	0.0
Incr Delay (d2), s/veh	40.7	0.0	0.0	0.0	0.0	3.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	93.0	0.0	0.0	0.0	0.0	42.9	0.0	0.0
1st-Term Q (Q1), veh/ln	15.7	0.0	0.0	0.0	0.0	13.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	5.1	0.0	0.0	0.0	0.0	0.6	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

## 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Existing NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	20.8	0.0	0.0	0.0	0.0	14.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.94	0.00	0.00	0.00	0.00	1.35	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	426	0	394	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1715	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	34.8	0.0	34.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	34.8	0.0	34.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.60	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	429	0	403	0	0	0	0	0
V/C Ratio (X)	0.99	0.00	0.98	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	429	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.4	0.0	52.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	42.0	0.0	39.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	94.4	0.0	91.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	14.9	0.0	13.7	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	5.0	0.0	4.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	19.9	0.0	18.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.91	0.00	18.08	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Existing NP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	500	472	0	0	509	206	0	2	1	146	1	345
Future Volume (veh/h)	500	472	0	0	509	206	0	2	1	146	1	345
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	521	492	0	0	530	215	0	2	1	152	1	359
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	540	2362	0	2	1158	517	0	527	263	231	13	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.30	0.65	0.00	0.00	0.32	0.32	0.00	0.44	0.44	0.44	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	64.0	8.4	0.0	0.0	33.7	34.4	0.0	0.0	18.9	33.9	0.0	0.0
Ln Grp LOS	E	A	A	A	C	C	A	A	B	C	A	A
Approach Vol, veh/h		1013			745			3			512	
Approach Delay, s/veh		37.0			33.9			18.9			33.9	
Approach LOS		D			C			B			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6	7	8			
Case No			8.0	2.0	4.0		8.0	2.0	3.0			
Phs Duration (G+Y+Rc), s			59.5	0.0	85.0		59.5	40.0	45.0			
Change Period (Y+Rc), s			* 5.9	* 4.2	6.5		5.9	* 4.2	6.5			
Max Green (Gmax), s			* 30	* 16	58.5		29.1	* 36	38.5			
Max Allow Headway (MAH), s			5.3	0.0	5.2		5.5	3.8	4.9			
Max Q Clear (g_c+I1), s			2.1	0.0	8.5		34.8	36.0	16.0			
Green Ext Time (g_e), s			0.0	0.0	3.8		0.0	0.0	4.4			
Prob of Phs Call (p_c)			1.00	0.00	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00	1.00	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5	3			1	7				
Mvmt Sat Flow, veh/h			0	1810			436	1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			1195		3705		30		3610			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			597		0		1095		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		0	5	3	0	0	1	7	0			
Lane Assignment			L (Prot)				L+T+R		L (Prot)			

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Existing NP - PM Peak Hour

Lanes in Grp	0	0	1	0	0	1	1	0
Grp Vol (v), veh/h	0	0	0	0	0	512	521	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	0	1562	1810	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	30.0	34.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	32.8	34.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	1436	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	52.4	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	51.6	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0
Time to First Blk (g_f), s	0.0	52.9	0.0	0.0	0.0	2.9	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	0.30	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	2	0	0	721	540	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.71	0.97	0.00
Avail Cap (c_a), veh/h	0	0	238	0	0	721	540	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.63	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	28.1	41.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	5.9	22.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	33.9	64.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	12.2	15.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	1.2	3.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	13.3	18.4	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.42	4.59	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	492	0	0	0	530
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	6.5	0.0	0.0	0.0	14.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	6.5	0.0	0.0	0.0	14.0
Lane Grp Cap (c), veh/h	0	0	0	2362	0	0	0	1158
V/C Ratio (X)	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.46
Avail Cap (c_a), veh/h	0	0	0	2362	0	0	0	1158
Upstream Filter (I)	0.00	0.00	0.00	0.63	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	8.3	0.0	0.0	0.0	32.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	8.4	0.0	0.0	0.0	33.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.5	0.0	0.0	0.0	6.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Existing NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.5	0.0	0.0	0.0	6.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.14	0.00	0.00	0.00	0.98
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R			R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	3	0	0	0	0	0	215
Grp Sat Flow (s), veh/h/ln	0	1792	0	0	0	0	0	1610
Q Serve Time (g_s), s	0.0	0.1	0.0	0.0	0.0	0.0	0.0	12.6
Cycle Q Clear Time (g_c), s	0.0	0.1	0.0	0.0	0.0	0.0	0.0	12.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.33	0.00	0.00	0.00	0.70	0.00	1.00
Lane Grp Cap (c), veh/h	0	790	0	0	0	0	0	517
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42
Avail Cap (c_a), veh/h	0	790	0	0	0	0	0	517
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.8	0.0	0.0	0.0	0.0	0.0	31.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.9	0.0	0.0	0.0	0.0	0.0	34.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.92
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	212	5	15	65	0	12
Future Vol, veh/h	212	5	15	65	0	12
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	228	5	16	70	0	13






















Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	233	0	- 231
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	- 6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	- 3.3
Pot Cap-1 Maneuver	-	-	1346	-	0 813
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1346	-	- 813
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	813	-	-	1346	-
HCM Lane V/C Ratio	0.016	-	-	0.012	-
HCM Control Delay (s)	9.5	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Existing NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	12	209	216	28	25	50	690	55	11	606	2
Future Volume (veh/h)	3	12	209	216	28	25	50	690	55	11	606	2
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	12	215	223	29	26	52	711	57	11	625	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	56	225	240	254	130	116	68	970	78	22	1014	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.15	0.15	0.15	0.14	0.14	0.14	0.04	0.56	0.56	0.01	0.53	0.53
Unsig. Movement Delay												
Ln Grp Delay, s/veh	53.0	0.0	74.8	71.2	0.0	55.9	85.6	0.0	28.5	87.0	26.3	15.8
Ln Grp LOS	D	A	E	E	A	E	F	A	C	F	C	B
Approach Vol, veh/h		230			278			820			638	
Approach Delay, s/veh		73.4			68.1			32.1			27.3	
Approach LOS		E			E			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	4.0	11.0	10.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		5.8	87.5	26.3	25.3	9.4	83.9					
Change Period (Y+Rc), s		4.0	6.5	4.7	5.0	4.0	6.5					
Max Green (Gmax), s		16.0	38.5	35.3	35.0	16.0	38.5					
Max Allow Headway (MAH), s		3.8	5.3	4.1	4.1	3.8	5.2					
Max Q Clear (g_c+I1), s		2.9	46.4	21.0	19.5	6.1	35.1					
Green Ext Time (g_e), s		0.0	0.0	0.6	0.8	0.1	1.3					
Prob of Phs Call (p_c)		0.36	1.00	1.00	1.00	0.88	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		376	1810	1810						
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			1736	1505	923		1900					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			139	1610	828		1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L+T	L	L (Prot)						

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Existing NP - PM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	11	0	15	223	52	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1881	1810	1810	0	0	0
Q Serve Time (g_s), s	0.9	0.0	1.0	17.5	4.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.9	0.0	1.0	17.5	4.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1810	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.20	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	22	0	281	254	68	0	0	0
V/C Ratio (X)	0.49	0.00	0.05	0.88	0.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	200	0	458	437	200	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	71.2	0.0	52.9	61.1	69.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	15.8	0.0	0.1	10.1	16.5	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	87.0	0.0	53.0	71.2	85.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.5	8.1	1.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.7	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.5	8.8	2.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.07	0.00	0.19	0.58	0.40	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment	T							
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	625	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	33.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	33.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1014	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.62	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1014	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	23.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	26.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	14.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0



HCM 6th Signalized Intersection Capacity Analysis  
 8: Market St & Via Cerro

Agua Mansa Industrial  
 Existing NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	15.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data
























Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	768	215	55	0	2	0	0
Grp Sat Flow (s), veh/h/ln	0	1875	1610	1751	0	1610	0	0
Q Serve Time (g_s), s	0.0	44.4	19.0	4.0	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	44.4	19.0	4.0	0.0	0.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	1.00	0.47	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1048	240	246	0	859	0	0
V/C Ratio (X)	0.00	0.73	0.89	0.22	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1048	392	423	0	859	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	23.9	60.6	55.4	0.0	15.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.5	14.2	0.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.5	74.8	55.9	0.0	15.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	19.4	7.8	1.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.3	1.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	20.7	8.7	1.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.14	3.41	0.09	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	40.5
HCM 6th LOS	D

HCM 6th Signalized Intersection Capacity Analysis  
9: Market St & Rivera St

Agua Mansa Industrial  
Existing NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	16	83	252	1	40	9	685	243	83	841	1
Future Volume (veh/h)	2	16	83	252	1	40	9	685	243	83	841	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	17	89	272	0	43	10	737	261	89	904	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	15	126	120	360	0	160	718	2248	1163	127	1095	1
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.07	0.07	0.10	0.00	0.10	0.40	0.62	0.62	0.07	0.30	0.30
Unsig. Movement Delay												
Ln Grp Delay, s/veh	52.4	0.0	63.0	55.9	0.0	50.9	22.0	11.1	6.0	61.5	45.0	44.8
Ln Grp LOS	D	A	E	E	A	D	C	B	A	E	D	D
Approach Vol, veh/h		108			315			1008			994	
Approach Delay, s/veh		61.1			55.2			9.9			46.4	
Approach LOS		E			E			A			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	6	5					
Case No		2.0	3.0	9.0	11.0	4.0	2.0					
Phs Duration (G+Y+Rc), s		12.4	78.7	15.9	13.0	39.5	51.6					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	48.0	18.0	18.0	48.0	18.0					
Max Allow Headway (MAH), s		3.8	4.9	3.8	4.3	5.2	3.8					
Max Q Clear (g_c+I1), s		7.8	13.6	10.8	8.5	29.3	2.4					
Green Ext Time (g_e), s		0.1	7.0	0.6	0.2	5.7	0.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.97	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.11	0.01	0.18	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7		5					
Mvmt Sat Flow, veh/h		1810		3619	199		1810					
Through Movement Data												
Assigned Mvmt			2	8	4	6						
Mvmt Sat Flow, veh/h			3610	0	1691	3700						
Right-Turn Movement Data												
Assigned Mvmt			12	18	14	16						
Mvmt Sat Flow, veh/h			1610	1610	1610	4						
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	0	5	0	0			
Lane Assignment		L (Prot)		L	L+T		L (Prot)					

HCM 6th Signalized Intersection Capacity Analysis  
 9: Market St & Rivera St

Agua Mansa Industrial  
 Existing NP - PM Peak Hour

Lanes in Grp	1	0	2	1	0	1	0	0
Grp Vol (v), veh/h	89	0	272	19	0	10	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1890	0	1810	0	0
Q Serve Time (g_s), s	5.8	0.0	8.8	1.1	0.0	0.4	0.0	0.0
Cycle Q Clear Time (g_c), s	5.8	0.0	8.8	1.1	0.0	0.4	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.11	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	127	0	360	141	0	718	0	0
V/C Ratio (X)	0.70	0.00	0.76	0.13	0.00	0.01	0.00	0.00
Avail Cap (c_a), veh/h	279	0	558	291	0	718	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	0.00	0.97	0.00	0.00
Uniform Delay (d1), s/veh	54.6	0.0	52.6	52.0	0.0	22.0	0.0	0.0
Incr Delay (d2), s/veh	6.9	0.0	3.3	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	61.5	0.0	55.9	52.4	0.0	22.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.6	0.0	4.0	0.5	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	2.9	0.0	4.2	0.6	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.48	0.00	0.28	0.05	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	8	4	6	0	0	0
Lane Assignment		T			T			
Lanes in Grp	0	2	0	0	1	0	0	0
Grp Vol (v), veh/h	0	737	0	0	441	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	1805	0	0	0
Q Serve Time (g_s), s	0.0	11.6	0.0	0.0	27.3	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.6	0.0	0.0	27.3	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2248	0	0	534	0	0	0
V/C Ratio (X)	0.00	0.33	0.00	0.00	0.83	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2248	0	0	730	0	0	0
Upstream Filter (I)	0.00	0.97	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.7	0.0	0.0	39.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	5.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.1	0.0	0.0	45.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.5	0.0	0.0	12.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.8	0.0	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
9: Market St & Rivera St

Agua Mansa Industrial  
Existing NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	4.6	0.0	0.0	12.8	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.35	0.00	0.00	1.08	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	16	0	0	0
Lane Assignment		R	R	R	T+R			
Lanes in Grp	0	1	1	1	1	0	0	0
Grp Vol (v), veh/h	0	261	43	89	464	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1610	1610	1899	0	0	0
Q Serve Time (g_s), s	0.0	6.5	3.0	6.5	27.3	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.5	3.0	6.5	27.3	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	11.9	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1163	160	120	562	0	0	0
V/C Ratio (X)	0.00	0.22	0.27	0.74	0.83	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1163	248	248	768	0	0	0
Upstream Filter (I)	0.00	0.97	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.5	50.0	54.4	39.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.9	8.6	5.4	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.0	50.9	63.0	44.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.0	1.2	2.6	12.6	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.3	0.8	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.2	1.2	2.9	13.5	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.24	0.25	0.26	1.13	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Existing NP - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔	↔	↔	↑↑			↑↑	↔
Traffic Volume (veh/h)	0	0	0	71	0	563	504	373	0	0	986	190
Future Volume (veh/h)	0	0	0	71	0	563	504	373	0	0	986	190
Number				3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				72	0	0	514	381	0	0	1006	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
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				97	0		556	3018	0	0	1719	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.05	0.00	0.00	0.31	0.84	0.00	0.00	0.48	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				54.9	0.0	0.0	46.5	1.5	0.0	0.0	19.2	0.0
Ln Grp LOS				D	A		D	A	A	A	B	
Approach Vol, veh/h					72			895			1006	
Approach Delay, s/veh					54.9			27.3			19.2	
Approach LOS					D			C			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	8		5	6					
Case No			4.0	11.0		2.0	7.0					
Phs Duration (G+Y+Rc), s			84.9	10.1		34.2	50.7					
Change Period (Y+Rc), s			5.5	5.0		5.0	5.5					
Max Green (Gmax), s			61.5	23.0		35.0	21.5					
Max Allow Headway (MAH), s			5.2	5.3		3.8	5.2					
Max Q Clear (g_c+I1), s			3.8	5.7		28.1	21.2					
Green Ext Time (g_e), s			2.8	0.3		1.1	0.2					
Prob of Phs Call (p_c)			1.00	0.85		1.00	1.00					
Prob of Max Out (p_x)			0.00	0.00		0.28	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt				3		5	1					
Mvmt Sat Flow, veh/h				1810		1810	0					
<b>Through Movement Data</b>												
Assigned Mvmt			2	8			6					
Mvmt Sat Flow, veh/h			3705	0			3705					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18			16					
Mvmt Sat Flow, veh/h			0	1610			1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt	0	0	3	0	5	1	0	0				
Lane Assignment			L+T		L (Prot)							

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Existing NP - PM Peak Hour

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	72	0	514	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	3.7	0.0	26.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	3.7	0.0	26.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	45.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	97	0	556	0	0	0
V/C Ratio (X)	0.00	0.00	0.74	0.00	0.92	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	438	0	667	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.82	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	44.3	0.0	31.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	10.6	0.0	14.6	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	54.9	0.0	46.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.7	0.0	11.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	2.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	1.9	0.0	13.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.09	0.00	2.22	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	381	0	0	0	1006	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	1.8	0.0	0.0	0.0	19.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.8	0.0	0.0	0.0	19.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	3018	0	0	0	1719	0	0
V/C Ratio (X)	0.00	0.13	0.00	0.00	0.00	0.59	0.00	0.00
Avail Cap (c_a), veh/h	0	3018	0	0	0	1719	0	0
Upstream Filter (I)	0.00	0.82	0.00	0.00	0.00	0.75	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.4	0.0	0.0	0.0	18.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.5	0.0	0.0	0.0	19.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.0	0.0	7.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Existing NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.0	0.0	7.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.60	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	86	0	0	767	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	390	0	0	767	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing NP - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↗					↕↕		↘	↕↕	
Traffic Volume (veh/h)	110	0	919	0	0	0	0	767	65	421	636	0
Future Volume (veh/h)	110	0	919	0	0	0	0	767	65	421	636	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	112	0	938				0	783	0	430	649	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	238	0	388				0	1619		455	2717	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.14	0.00	0.14				0.00	0.45	0.00	0.50	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	39.4	0.0	687.3				0.0	19.5	0.0	42.7	0.1	0.0
Ln Grp LOS	D	A	F				A	B		D	A	A
Approach Vol, veh/h		1050						783			1079	
Approach Delay, s/veh		618.2						19.5			17.1	
Approach LOS		F						B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		28.9	48.1		18.0		77.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	39.5		13.0		71.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		23.4	16.5		15.0		2.0					
Green Ext Time (g_e), s		0.5	5.8		0.0		5.3					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							



HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing NP - PM Peak Hour

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	430	0	0	112	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	21.4	0.0	0.0	5.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	21.4	0.0	0.0	5.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	42.6	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	455	0	0	238	0	0	0	0
V/C Ratio (X)	0.94	0.00	0.00	0.47	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	514	0	0	238	0	0	0	0
Upstream Filter (I)	0.71	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	23.0	0.0	0.0	37.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	19.8	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	42.7	0.0	0.0	39.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	6.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	2.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	8.5	0.0	0.0	2.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.70	0.00	0.00	0.13	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	783	0	0	0	649	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.5	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1619	0	0	0	2717	0	0
V/C Ratio (X)	0.00	0.48	0.00	0.00	0.00	0.24	0.00	0.00
Avail Cap (c_a), veh/h	0	1619	0	0	0	2717	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.71	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.5	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.5	0.0	0.0	0.0	0.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.1	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.41	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	938	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	388	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	2.42	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	388	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	646.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	687.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	34.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	39.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	2.85	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	137.6	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0

Intersection Summary

























HCM 6th Ctrl Delay	234.5
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Existing NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	433	170	73	173	75	149	767	78	116	973	131
Future Volume (veh/h)	170	433	170	73	173	75	149	767	78	116	973	131
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	177	451	177	76	180	78	155	799	81	121	1014	136
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	224	514	436	130	416	352	198	1301	132	157	1338	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
Prop Arrive On Green	0.12	0.27	0.27	0.07	0.22	0.22	0.11	0.39	0.38	0.09	0.37	0.37
Unsig. Movement Delay												
Ln Grp Delay, s/veh	46.0	44.5	27.5	44.7	31.0	29.2	56.2	25.8	25.8	60.9	28.9	20.4
Ln Grp LOS	D	D	C	D	C	C	E	C	C	E	C	C
Approach Vol, veh/h		805			334			1035			1271	
Approach Delay, s/veh		41.1			33.7			30.4			31.0	
Approach LOS		D			C			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		11.8	39.4	10.5	28.4	13.8	37.4	15.1	23.7			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		7.3	30.8	7.0	26.9	9.8	28.3	15.9	18.0			
Max Allow Headway (MAH), s		3.8	5.3	3.8	4.9	3.8	5.1	3.8	4.9			
Max Q Clear (g_c+I1), s		7.9	19.4	5.7	22.4	9.5	24.1	10.6	9.4			
Green Ext Time (g_e), s		0.0	4.3	0.0	1.4	0.0	2.6	0.2	0.8			
Prob of Phs Call (p_c)		0.95	1.00	0.85	1.00	0.98	1.00	0.99	1.00			
Prob of Max Out (p_x)		1.00	0.00	1.00	1.00	1.00	0.00	0.28	0.17			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3309		1900		3610		1900			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			335		1610		1610		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Existing NP - PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	121	0	76	0	155	0	177	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	5.9	0.0	3.7	0.0	7.5	0.0	8.6	0.0
Cycle Q Clear Time (g_c), s	5.9	0.0	3.7	0.0	7.5	0.0	8.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	157	0	130	0	198	0	224	0
V/C Ratio (X)	0.77	0.00	0.59	0.00	0.78	0.00	0.79	0.00
Avail Cap (c_a), veh/h	157	0	151	0	207	0	330	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	40.2	0.0	40.5	0.0	39.1	0.0	38.3	0.0
Incr Delay (d2), s/veh	20.7	0.0	4.3	0.0	17.1	0.0	7.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	60.9	0.0	44.7	0.0	56.2	0.0	46.0	0.0
1st-Term Q (Q1), veh/ln	2.6	0.0	1.6	0.0	3.3	0.0	3.7	0.0
2nd-Term Q (Q2), veh/ln	0.9	0.0	0.2	0.0	0.9	0.0	0.5	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	3.5	0.0	1.8	0.0	4.2	0.0	4.2	0.0
%ile Storage Ratio (RQ%)	0.34	0.00	0.10	0.00	0.42	0.00	0.81	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	436	0	451	0	1014	0	180
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	17.4	0.0	20.4	0.0	22.1	0.0	7.4
Cycle Q Clear Time (g_c), s	0.0	17.4	0.0	20.4	0.0	22.1	0.0	7.4
Lane Grp Cap (c), veh/h	0	710	0	514	0	1338	0	416
V/C Ratio (X)	0.00	0.61	0.00	0.88	0.00	0.76	0.00	0.43
Avail Cap (c_a), veh/h	0	710	0	578	0	1338	0	416
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	21.9	0.0	31.4	0.0	24.8	0.0	30.3
Incr Delay (d2), s/veh	0.0	3.9	0.0	13.2	0.0	4.1	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.8	0.0	44.5	0.0	28.9	0.0	31.0
1st-Term Q (Q1), veh/ln	0.0	7.1	0.0	9.1	0.0	9.1	0.0	3.3
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	1.9	0.0	0.8	0.0	0.1

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Existing NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.8	0.0	11.0	0.0	9.8	0.0	3.4
%ile Storage Ratio (RQ%)	0.00	0.30	0.00	0.50	0.00	0.59	0.00	0.19
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	444	0	177	0	136	0	78
Grp Sat Flow (s), veh/h/ln	0	1840	0	1610	0	1610	0	1610
Q Serve Time (g_s), s	0.0	17.4	0.0	8.1	0.0	5.2	0.0	3.6
Cycle Q Clear Time (g_c), s	0.0	17.4	0.0	8.1	0.0	5.2	0.0	3.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.18	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	723	0	436	0	597	0	352
V/C Ratio (X)	0.00	0.61	0.00	0.41	0.00	0.23	0.00	0.22
Avail Cap (c_a), veh/h	0	723	0	490	0	597	0	352
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	21.9	0.0	26.9	0.0	19.5	0.0	28.9
Incr Delay (d2), s/veh	0.0	3.9	0.0	0.6	0.0	0.9	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.8	0.0	27.5	0.0	20.4	0.0	29.2
1st-Term Q (Q1), veh/ln	0.0	7.2	0.0	3.0	0.0	1.9	0.0	1.4
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.1	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.0	0.0	3.1	0.0	2.1	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.31	0.00	0.14	0.00	0.26	0.00	0.35
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	33	45	713	403	15
Future Vol, veh/h	17	33	45	713	403	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	160	-	-	-
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	18	35	47	751	424	16

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	902	220	440	0	-	0
Stage 1	432	-	-	-	-	-
Stage 2	470	-	-	-	-	-
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	281	790	1131	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	601	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	269	790	1131	-	-	-
Mov Cap-2 Maneuver	397	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	601	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1131	-	397	790	-	-
HCM Lane V/C Ratio	0.042	-	0.045	0.044	-	-
HCM Control Delay (s)	8.3	-	14.5	9.8	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Existing NP - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕		↖	↗	
Traffic Volume (veh/h)	11	3	11	27	3	136	7	611	12	36	397	3
Future Volume (veh/h)	11	3	11	27	3	136	7	611	12	36	397	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	3	13	31	3	156	8	702	14	41	456	3
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	26	33	143	47	4	186	17	2555	51	54	2669	18
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.01	0.11	0.10	0.03	0.12	0.11	0.01	0.71	0.71	0.03	0.73	0.73
Unsig. Movement Delay												
Ln Grp Delay, s/veh	77.6	0.0	52.8	77.5	0.0	65.7	81.6	7.5	7.5	82.2	5.9	5.8
Ln Grp LOS	E	A	D	E	A	E	F	A	A	F	A	A
Approach Vol, veh/h		29			190			724			500	
Approach Delay, s/veh		63.9			67.6			8.3			12.1	
Approach LOS		E			E			A			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		7.4	97.1	6.9	18.7	4.8	99.7	5.4	20.2			
Change Period (Y+Rc), s		3.5	5.3	3.5	4.9	3.5	5.3	3.5	4.9			
Max Green (Gmax), s		21.5	39.7	21.5	30.1	21.5	39.7	21.5	30.1			
Max Allow Headway (MAH), s		3.8	5.2	3.8	5.5	3.8	5.2	3.8	5.6			
Max Q Clear (g_c+I1), s		4.9	11.2	4.2	3.1	2.6	7.0	2.9	14.5			
Green Ext Time (g_e), s		0.1	4.8	0.0	0.0	0.0	2.9	0.0	0.8			
Prob of Phs Call (p_c)		0.77	1.00	0.67	1.00	0.25	1.00	0.37	1.00			
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3620		311		3676		30			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			72		1347		24		1584			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Existing NP - PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	41	0	31	0	8	0	13	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	2.9	0.0	2.2	0.0	0.6	0.0	0.9	0.0
Cycle Q Clear Time (g_c), s	2.9	0.0	2.2	0.0	0.6	0.0	0.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	54	0	47	0	17	0	26	0
V/C Ratio (X)	0.76	0.00	0.66	0.00	0.46	0.00	0.50	0.00
Avail Cap (c_a), veh/h	299	0	299	0	299	0	299	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	62.6	0.0	62.8	0.0	64.0	0.0	63.6	0.0
Incr Delay (d2), s/veh	19.6	0.0	14.8	0.0	17.6	0.0	14.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	82.2	0.0	77.5	0.0	81.6	0.0	77.6	0.0
1st-Term Q (Q1), veh/ln	1.3	0.0	1.0	0.0	0.3	0.0	0.4	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.2	0.0	0.1	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.0	1.2	0.0	0.3	0.0	0.5	0.0
%ile Storage Ratio (RQ%)	0.28	0.00	0.21	0.00	0.06	0.00	0.09	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment	T				T			
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	350	0	0	0	224	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	9.2	0.0	0.0	0.0	5.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.2	0.0	0.0	0.0	5.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1274	0	0	0	1310	0	0
V/C Ratio (X)	0.00	0.27	0.00	0.00	0.00	0.17	0.00	0.00
Avail Cap (c_a), veh/h	0	1274	0	0	0	1310	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.0	0.0	0.0	0.0	5.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.3	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
Control Delay (d), s/veh	0.0	7.5	0.0	0.0	0.0	5.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.4	0.0	0.0	0.0	1.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0



HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Existing NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.6	0.0	0.0	0.0	1.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.00	0.00	0.05	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data













Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	366	0	16	0	235	0	159
Grp Sat Flow (s), veh/h/ln	0	1887	0	1658	0	1896	0	1615
Q Serve Time (g_s), s	0.0	9.2	0.0	1.1	0.0	5.0	0.0	12.5
Cycle Q Clear Time (g_c), s	0.0	9.2	0.0	1.1	0.0	5.0	0.0	12.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.04	0.00	0.81	0.00	0.01	0.00	0.98
Lane Grp Cap (c), veh/h	0	1332	0	176	0	1376	0	190
V/C Ratio (X)	0.00	0.27	0.00	0.09	0.00	0.17	0.00	0.84
Avail Cap (c_a), veh/h	0	1332	0	384	0	1376	0	374
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	7.0	0.0	52.6	0.0	5.6	0.0	56.4
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.2	0.0	0.3	0.0	9.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.5	0.0	52.8	0.0	5.8	0.0	65.7
1st-Term Q (Q1), veh/ln	0.0	3.5	0.0	0.5	0.0	1.9	0.0	5.1
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.7	0.0	0.5	0.0	2.0	0.0	5.6
%ile Storage Ratio (RQ%)	0.00	0.22	0.00	0.03	0.00	0.06	0.00	0.37
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	18.6
HCM 6th LOS	B

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Existing NP - PM Peak Hour

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			 						
Traffic Volume (veh/h)	30	27	588	61	20	403			
Future Volume (veh/h)	30	27	588	61	20	403			
Number	3	18	2	12	1	6			
Initial Q, 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			
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	32	29	626	65	21	429			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes				Yes				
Cap, veh/h	99	88	2173	225	338	1669			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.05	0.05	0.66	0.65	0.19	0.88			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	56.4	56.7	9.3	9.3	40.2	1.2			
Ln Grp LOS	E	E	A	A	D	A			
Approach Vol, veh/h	61		691			450			
Approach Delay, s/veh	56.6		9.3			3.0			
Approach LOS	E		A			A			
Timer:		1	2	3	4	5	6	7	8
Assigned Phs		2	1	8			6		
Case No		8.0	2.0	9.0			4.0		
Phs Duration (G+Y+Rc), s		83.0	26.4	10.6			109.4		
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5		
Max Green (Gmax), s		78.5	8.5	19.5			91.5		
Max Allow Headway (MAH), s		5.3	3.8	3.9			5.2		
Max Q Clear (g_c+I1), s		11.7	3.1	4.1			6.3		
Green Ext Time (g_e), s		5.0	0.0	0.1			3.0		
Prob of Phs Call (p_c)		1.00	0.50	0.87			1.00		
Prob of Max Out (p_x)		0.00	0.07	0.00			0.00		
Left-Turn Movement Data									
Assigned Mvmt		5	1	3					
Mvmt Sat Flow, veh/h		0	1810	1810					
Through Movement Data									
Assigned Mvmt		2		8			6		
Mvmt Sat Flow, veh/h		3396		0			1900		
Right-Turn Movement Data									
Assigned Mvmt		12		18			16		
Mvmt Sat Flow, veh/h		342		1610			0		
Left Lane Group Data									
Assigned Mvmt		5	1	3	0	0	0	0	0
Lane Assignment		L (Prot)		L					

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Existing NP - PM Peak Hour

Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	21	32	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	1810	0	0	0	0	0
Q Serve Time (g_s), s	0.0	1.1	2.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.1	2.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	79.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	338	99	0	0	0	0	0
V/C Ratio (X)	0.00	0.06	0.32	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	338	302	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	40.1	54.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	1.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	40.2	56.4	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.9	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.07	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	8	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	1	0	0
Grp Vol (v), veh/h	342	0	0	0	0	429	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	9.6	0.0	0.0	0.0	0.0	4.3	0.0	0.0
Cycle Q Clear Time (g_c), s	9.6	0.0	0.0	0.0	0.0	4.3	0.0	0.0
Lane Grp Cap (c), veh/h	1188	0	0	0	0	1669	0	0
V/C Ratio (X)	0.29	0.00	0.00	0.00	0.00	0.26	0.00	0.00
Avail Cap (c_a), veh/h	1188	0	0	0	0	1669	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	8.6	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.3	0.0	0.0	0.0	0.0	1.2	0.0	0.0
1st-Term Q (Q1), veh/ln	3.6	0.0	0.0	0.0	0.0	0.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**HCM 6th Signalized Intersection Capacity Analysis**  
**15: Agua Mansa Rd & Transfer Station Driveway**

**Agua Mansa Industrial**  
 Existing NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.8	0.0	0.0	0.0	0.0	0.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.12	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Right Lane Group Data**

Assigned Mvmt	12	0	18	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	349	0	29	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1838	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	9.7	0.0	2.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	9.7	0.0	2.1	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.19	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	1210	0	88	0	0	0	0	0
V/C Ratio (X)	0.29	0.00	0.33	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1210	0	268	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	8.7	0.0	54.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.6	0.0	2.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.3	0.0	56.7	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.7	0.0	0.8	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.9	0.0	0.9	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.12	0.00	0.06	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Intersection Summary**

HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	30	4	3	67	7	8
Future Vol, veh/h	30	4	3	67	7	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	-	-	-	-	-	-
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	4	3	73	8	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	37	0	78 19
Stage 1	-	-	-	-	35 -
Stage 2	-	-	-	-	43 -
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	-	-	1587	-	922 1061
Stage 1	-	-	-	-	989 -
Stage 2	-	-	-	-	980 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1587	-	920 1061
Mov Cap-2 Maneuver	-	-	-	-	920 -
Stage 1	-	-	-	-	989 -
Stage 2	-	-	-	-	978 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	990	-	-	1587	-
HCM Lane V/C Ratio	0.016	-	-	0.002	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑	↑	
Traffic Vol, veh/h	37	0	0	76	0	1
Future Vol, veh/h	37	0	0	76	0	1
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	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	39	0	0	81	0	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	39	0	120
Stage 1	-	-	-	-	39
Stage 2	-	-	-	-	81
Critical Hdwy	-	-	4.1	-	6.6
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1584	-	875
Stage 1	-	-	-	-	984
Stage 2	-	-	-	-	947
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1584	-	875
Mov Cap-2 Maneuver	-	-	-	-	875
Stage 1	-	-	-	-	984
Stage 2	-	-	-	-	947

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1060	-	-	1584	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	8.4	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	52	0	6	66	2	11
Future Vol, veh/h	52	0	6	66	2	11
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	89	89	89	89	89	89
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	58	0	7	74	2	12























Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	58	0	109 29
Stage 1	-	-	-	-	58 -
Stage 2	-	-	-	-	51 -
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	-	-	1559	-	882 1046
Stage 1	-	-	-	-	963 -
Stage 2	-	-	-	-	971 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1559	-	878 1046
Mov Cap-2 Maneuver	-	-	-	-	878 -
Stage 1	-	-	-	-	963 -
Stage 2	-	-	-	-	966 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1016	-	-	1559	-
HCM Lane V/C Ratio	0.014	-	-	0.004	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th Signalized Intersection Capacity Analysis  
1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
Existing WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	60	22	363	61	339	29	204	284	504	548	16
Future Volume (veh/h)	33	60	22	363	61	339	29	204	284	504	548	16
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	65	24	395	66	0	32	222	309	548	596	17
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	143	104	39	237	40		97	1390	620	362	1918	856
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.08	0.07	0.15	0.15	0.00	0.05	0.39	0.39	0.20	0.53	0.53
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.0	0.0	60.2	367.2	0.0	0.0	58.9	25.4	32.1	295.2	16.9	13.9
Ln Grp LOS	E	A	E	F	A		E	C	C	F	B	B
Approach Vol, veh/h		125			461			563			1161	
Approach Delay, s/veh		58.7			367.2			31.0			148.2	
Approach LOS		E			F			C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	3.0	10.0	11.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		30.0	55.1	14.9	25.0	11.7	73.4					
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7					
Max Green (Gmax), s		25.0	38.0	20.0	19.0	20.0	* 44					
Max Allow Headway (MAH), s		3.8	4.5	4.9	5.3	3.8	5.2					
Max Q Clear (g_c+I1), s		27.0	20.3	7.9	21.0	4.1	13.6					
Green Ext Time (g_e), s		0.0	2.3	0.4	0.0	0.0	4.5					
Prob of Phs Call (p_c)		1.00	1.00	0.99	1.00	0.67	1.00					
Prob of Max Out (p_x)		1.00	0.00	0.01	1.00	0.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		1810	1561	1810						
Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3610	1323	261		3610					
Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			1610	489	1610		1610					
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L	L+T	L (Prot)						



HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Existing WP - AM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	548	0	36	461	32	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1822	1810	0	0	0
Q Serve Time (g_s), s	25.0	0.0	2.3	19.0	2.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	25.0	0.0	2.3	19.0	2.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.86	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	362	0	143	277	97	0	0	0
V/C Ratio (X)	1.51	0.00	0.25	1.66	0.33	0.00	0.00	0.00
Avail Cap (c_a), veh/h	362	0	290	277	290	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.96	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	50.0	0.0	54.1	53.2	57.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	245.2	0.0	0.9	314.0	2.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	295.2	0.0	55.0	367.2	58.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	11.2	0.0	1.1	8.7	1.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	24.7	0.0	0.0	24.2	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	35.9	0.0	1.1	32.8	1.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	4.49	0.00	0.25	1.88	0.29	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	46.5	0.0	0.0	46.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	222	0	0	0	596	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	5.0	0.0	0.0	0.0	11.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.0	0.0	0.0	0.0	11.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1390	0	0	0	1918	0	0
V/C Ratio (X)	0.00	0.16	0.00	0.00	0.00	0.31	0.00	0.00
Avail Cap (c_a), veh/h	0	1390	0	0	0	1918	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	25.2	0.0	0.0	0.0	16.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.4	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
Control Delay (d), s/veh	0.0	25.4	0.0	0.0	0.0	16.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.2	0.0	0.0	0.0	4.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Existing WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.2	0.0	0.0	0.0	4.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.14	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	T+R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	309	89	0	0	17	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1812	1610	0	1610	0	0
Q Serve Time (g_s), s	0.0	18.3	5.9	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	18.3	5.9	0.0	0.0	0.6	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.27	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	620	143	245	0	856	0	0
V/C Ratio (X)	0.00	0.50	0.62	0.00	0.00	0.02	0.00	0.00
Avail Cap (c_a), veh/h	0	620	290	245	0	856	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	29.2	55.8	0.0	0.0	13.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.8	4.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.1	60.2	0.0	0.0	13.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.1	2.7	0.0	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.5	2.9	0.0	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.22	0.14	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary



















HCM 6th Ctrl Delay	158.5
HCM 6th LOS	F

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Existing WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	12	16	36	14	5	13	536	19	7	727	19
Future Volume (veh/h)	14	12	16	36	14	5	13	536	19	7	727	19
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	17	15	20	44	17	6	16	654	23	9	887	23
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	87	47	46	144	36	10	90	2514	88	90	2540	66
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.07	0.08	0.06	0.07	0.08	0.05	0.71	0.71	0.05	0.71	0.70
Unsig. Movement Delay												
Ln Grp Delay, s/veh	36.7	0.0	0.0	37.4	0.0	0.0	37.3	4.7	4.7	36.8	5.3	5.3
Ln Grp LOS	D	A	A	D	A	A	D	A	A	D	A	A
Approach Vol, veh/h		52			67			693			919	
Approach Delay, s/veh		36.7			37.4			5.4			5.6	
Approach LOS		D			D			A			A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4	5	6		8			
Case No		2.0	4.0		8.0	2.0	4.0		8.0			
Phs Duration (G+Y+Rc), s		7.7	62.5		9.8	7.7	62.5		9.8			
Change Period (Y+Rc), s		3.7	6.0		* 4.2	3.7	6.0		* 4.2			
Max Green (Gmax), s		16.3	34.0		* 16	16.3	34.0		* 16			
Max Allow Headway (MAH), s		3.8	5.2		5.4	3.8	5.2		5.3			
Max Q Clear (g_c+I1), s		2.4	7.3		4.2	2.7	9.7		5.0			
Green Ext Time (g_e), s		0.0	4.5		0.1	0.0	6.3		0.2			
Prob of Phs Call (p_c)		1.00	1.00		0.93	1.00	1.00		0.93			
Prob of Max Out (p_x)		0.00	0.00		0.00	0.00	0.00		0.01			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1			7	5			3			
Mvmt Sat Flow, veh/h		1810			395	1810			996			
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3557		671		3595		515			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			125		666		93		149			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	0	7	5	0	0	3			
Lane Assignment		L (Prot)			L+T+R	L (Prot)			L+T+R			

HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Existing WP - AM Peak Hour

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	9	0	0	52	16	0	0	67
Grp Sat Flow (s), veh/h/ln	1810	0	0	1733	1810	0	0	1659
Q Serve Time (g_s), s	0.4	0.0	0.0	0.0	0.7	0.0	0.0	0.7
Cycle Q Clear Time (g_c), s	0.4	0.0	0.0	2.2	0.7	0.0	0.0	3.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1410	0	0	0	1395
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1869	0	0	0	1840
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	5.1	0.0	0.0	0.0	5.1
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	2.1	0.0	0.0	0.0	2.9
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
Time to First Blk (g_f), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.4
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.4
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.33	1.00	0.00	0.00	0.66
Lane Grp Cap (c), veh/h	90	0	0	170	90	0	0	180
V/C Ratio (X)	0.10	0.00	0.00	0.31	0.18	0.00	0.00	0.37
Avail Cap (c_a), veh/h	369	0	0	375	369	0	0	373
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.92	0.00	0.00	1.00
Uniform Delay (d1), s/veh	36.3	0.0	0.0	35.6	36.4	0.0	0.0	36.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.0	0.8	0.0	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	36.8	0.0	0.0	36.7	37.3	0.0	0.0	37.4
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	1.0	0.3	0.0	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.0	1.0	0.3	0.0	0.0	1.3
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.11	0.05	0.00	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	332	0	0	0	445	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	5.3	0.0	0.0	0.0	7.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.3	0.0	0.0	0.0	7.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1275	0	0	0	1275	0	0
V/C Ratio (X)	0.00	0.26	0.00	0.00	0.00	0.35	0.00	0.00
Avail Cap (c_a), veh/h	0	1275	0	0	0	1275	0	0
Upstream Filter (I)	0.00	0.92	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.2	0.0	0.0	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.7	0.0	0.0	0.0	5.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.5	0.0	0.0	0.0	2.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.3	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Existing WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.6	0.0	0.0	0.0	2.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R				T+R			
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	345	0	0	0	465	0	0
Grp Sat Flow (s), veh/h/ln	0	1877	0	0	0	1883	0	0
Q Serve Time (g_s), s	0.0	5.3	0.0	0.0	0.0	7.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.3	0.0	0.0	0.0	7.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	0.00	0.38	0.00	0.05	0.00	0.09
Lane Grp Cap (c), veh/h	0	1327	0	0	0	1331	0	0
V/C Ratio (X)	0.00	0.26	0.00	0.00	0.00	0.35	0.00	0.00
Avail Cap (c_a), veh/h	0	1327	0	0	0	1331	0	0
Upstream Filter (I)	0.00	0.92	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.2	0.0	0.0	0.0	4.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.7	0.0	0.0	0.0	5.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.5	0.0	0.0	0.0	2.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.7	0.0	0.0	0.0	2.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Capacity Analysis

## 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Existing WP - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↔		↖	↑↑			↑↗	
Traffic Volume (veh/h)	22	0	181	331	104	63	66	584	0	0	855	17
Future Volume (veh/h)	22	0	181	331	104	63	66	584	0	0	855	17
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	24	0	195	356	112	68	71	628	0	0	919	18
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			No		
Cap, veh/h	653	0	705	469	121	73	224	1453	0	0	1457	29
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.44	0.00	0.44	0.43	0.44	0.44	0.40	0.40	0.00	0.00	0.40	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	11.3	0.0	12.7	25.5	0.0	0.0	29.1	16.1	0.0	0.0	18.6	18.5
Ln Grp LOS	B	A	B	C	A	A	C	B	A	A	B	B
Approach Vol, veh/h		219			536			699			937	
Approach Delay, s/veh		12.5			25.5			17.4			18.5	
Approach LOS		B			C			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4		6		8			
Case No			6.0		8.0		8.0		7.0			
Phs Duration (G+Y+Rc), s			33.6		36.4		33.6		36.4			
Change Period (Y+Rc), s			5.4		5.8		5.4		5.8			
Max Green (Gmax), s			24.6		34.2		24.6		34.2			
Max Allow Headway (MAH), s			5.9		4.6		5.7		3.2			
Max Q Clear (g_c+I1), s			23.6		29.4		16.2		7.4			
Green Ext Time (g_e), s			0.5		1.2		4.3		0.4			
Prob of Phs Call (p_c)			1.00		1.00		1.00		1.00			
Prob of Max Out (p_x)			1.00		0.95		0.77		0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5		7		1		3			
Mvmt Sat Flow, veh/h			607		876		0		1258			
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3705		276		3716		0			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			0		167		71		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt	0	5	0	7	0	1	0	3				
Lane Assignment		L		L+T+R				L+T				

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Existing WP - AM Peak Hour

Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	71	0	536	0	0	0	24
Grp Sat Flow (s), veh/h/ln	0	607	0	1319	0	0	0	1258
Q Serve Time (g_s), s	0.0	7.4	0.0	26.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.6	0.0	27.4	0.0	0.0	0.0	0.8
Perm LT Sat Flow (s_l), veh/h/ln	0	607	0	1207	0	0	0	1223
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1262
Perm LT Eff Green (g_p), s	0.0	28.2	0.0	30.1	0.0	0.0	0.0	30.6
Perm LT Serve Time (g_u), s	0.0	13.9	0.0	29.4	0.0	0.0	0.0	3.2
Perm LT Q Serve Time (g_ps), s	0.0	7.4	0.0	26.7	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	28.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.66	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	224	0	653	0	0	0	653
V/C Ratio (X)	0.00	0.32	0.00	0.82	0.00	0.00	0.00	0.04
Avail Cap (c_a), veh/h	0	224	0	722	0	0	0	716
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.4	0.0	19.3	0.0	0.0	0.0	11.3
Incr Delay (d2), s/veh	0.0	3.7	0.0	6.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.1	0.0	25.5	0.0	0.0	0.0	11.3
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	7.6	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	1.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.2	0.0	8.7	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.38	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	628	0	0	0	458	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	8.8	0.0	0.0	0.0	14.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.8	0.0	0.0	0.0	14.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1453	0	0	0	726	0	0
V/C Ratio (X)	0.00	0.43	0.00	0.00	0.00	0.63	0.00	0.00
Avail Cap (c_a), veh/h	0	1453	0	0	0	726	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.95	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.1	0.0	0.0	0.0	16.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.0	0.0	1.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.1	0.0	0.0	0.0	18.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.3	0.0	0.0	0.0	5.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.4	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Existing WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.5	0.0	0.0	0.0	5.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.64	0.00	0.00	0.00	0.10	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						T+R		R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	479	0	195
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1887	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	14.2	0.0	5.4
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	14.2	0.0	5.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.13	0.00	0.04	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	760	0	705
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.28
Avail Cap (c_a), veh/h	0	0	0	0	0	760	0	787
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.95	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	16.7	0.0	12.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.7	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	18.5	0.0	12.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	5.6	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	6.0	0.0	1.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B



# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

## 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Existing WP - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔	↔		↔		↕	↕	↔	↕	↕
Traffic Volume (veh/h)	388	10	211	10	0	4	0	604	509	167	599	0
Future Volume (veh/h)	388	10	211	10	0	4	0	604	509	167	599	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	404	10	220	10	0	4	0	629	530	174	624	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	269	21	0	0	0	466	390	199	1440	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
Prop Arrive On Green	0.16	0.17	0.17	0.01	0.00	0.00	0.00	0.25	0.25	0.11	0.40	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	179.4	0.0	64.2	75.0	0.0	0.0	0.0	224.3	228.9	65.9	31.5	0.0
Ln Grp LOS	F	A	E	E	A	A	A	F	F	E	C	A
Approach Vol, veh/h		634			10			1159			798	
Approach Delay, s/veh		0.0			75.0			226.5			39.0	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	20.8	29.2	7.0		61.2					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.4	2.8	4.8	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	15.3	20.5	2.8		19.6					
Green Ext Time (g_e), s		0.0	0.2	2.9	0.0		3.1					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.32		1.00					
Prob of Max Out (p_x)		1.00	0.00	0.10	0.00		0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
<b>Through Movement Data</b>												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		1958		0			3705					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		1561		1610			0					
<b>Left Lane Group Data</b>												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

## 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Existing WP - AM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	174	414	10	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	13.3	0.0	0.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.3	0.0	0.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1435	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.98	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	199	0	21	0	0	0	0
V/C Ratio (X)	0.00	0.87	0.00	0.48	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	61.3	179.4	68.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.6	0.0	6.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	65.9	179.4	75.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.1	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.4	0.0	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.38	0.00	0.01	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	609	0	0	0	0	624	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	17.6	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	17.6	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1440	0	0
V/C Ratio (X)	1.35	0.00	0.00	0.00	0.00	0.43	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	30.6	0.0	0.0
Incr Delay (d2), s/veh	171.8	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	224.3	0.0	0.0	0.0	0.0	31.5	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	7.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	21.5	0.0	0.0	0.0	0.0	0.2	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

## 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Existing WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	37.3	0.0	0.0	0.0	0.0	7.9	0.0	0.0
%ile Storage Ratio (RQ%)	1.70	0.00	0.00	0.00	0.00	0.74	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	39.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	550	0	220	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	18.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	18.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.96	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	405	0	269	0	0	0	0	0
V/C Ratio (X)	1.36	0.00	0.82	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	405	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	56.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	176.4	0.0	7.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	228.9	0.0	64.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	14.2	0.0	7.5	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	19.8	0.0	0.6	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	34.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.55	0.00	8.11	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	113.2
HCM 6th LOS	F




















### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Capacity Analysis

## 6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Existing WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	325	517	6	3	393	253	6	1	3	178	1	364
Future Volume (veh/h)	325	517	6	3	393	253	6	1	3	178	1	364
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	349	556	6	3	423	272	6	1	3	191	1	391
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	383	1937	21	6	1158	517	212	42	88	205	3	342
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.21	0.53	0.53	0.00	0.32	0.32	0.32	0.33	0.32	0.32	0.33	0.32
Unsig. Movement Delay												
Ln Grp Delay, s/veh	53.5	16.0	16.0	118.1	32.2	37.1	27.5	0.0	0.0	101.4	0.0	0.0
Ln Grp LOS	D	B	B	F	C	D	C	A	A	F	A	A
Approach Vol, veh/h		911			698			10			583	
Approach Delay, s/veh		30.3			34.5			27.5			101.4	
Approach LOS		C			C			C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6	7	8			
Case No			8.0	2.0	4.0		8.0	2.0	3.0			
Phs Duration (G+Y+Rc), s			45.4	4.6	70.0		45.4	29.6	45.0			
Change Period (Y+Rc), s			* 5.9	* 4.2	6.5		5.9	* 4.2	6.5			
Max Green (Gmax), s			* 30	* 16	58.5		29.1	* 36	38.5			
Max Allow Headway (MAH), s			6.0	3.8	5.2		5.5	3.8	4.8			
Max Q Clear (g_c+I1), s			2.5	2.2	12.1		41.0	24.6	18.6			
Green Ext Time (g_e), s			0.0	0.0	3.8		0.0	0.8	3.7			
Prob of Phs Call (p_c)			1.00	0.10	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00	0.02	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5	3			1	7				
Mvmt Sat Flow, veh/h			500	1810			501	1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			126		3658		10		3610			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			268		39		1040		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		0	5	3	0	0	1	7	0			
Lane Assignment			L+T+R	L (Prot)			L+T+R	L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Existing WP - AM Peak Hour

Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	10	3	0	0	583	349	0
Grp Sat Flow (s), veh/h/ln	0	895	1810	0	0	1550	1810	0
Q Serve Time (g_s), s	0.0	0.0	0.2	0.0	0.0	38.5	22.6	0.0
Cycle Q Clear Time (g_c), s	0.0	0.5	0.2	0.0	0.0	39.0	22.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	1008	0	0	0	1435	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	863	0	0	0	1869	0	0
Perm LT Eff Green (g_p), s	0.0	39.0	0.0	0.0	0.0	39.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	38.5	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	38.5	0.0	0.0
Time to First Blk (g_f), s	0.0	1.3	0.0	0.0	0.0	0.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.5	0.0	0.0	0.0	0.5	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.60	1.00	0.00	0.00	0.33	1.00	0.00
Lane Grp Cap (c), veh/h	0	339	6	0	0	543	383	0
V/C Ratio (X)	0.00	0.03	0.52	0.00	0.00	1.07	0.91	0.00
Avail Cap (c_a), veh/h	0	339	238	0	0	543	540	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.41	0.00
Uniform Delay (d1), s/veh	0.0	27.3	59.7	0.0	0.0	41.8	46.2	0.0
Incr Delay (d2), s/veh	0.0	0.2	58.3	0.0	0.0	59.7	7.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.5	118.1	0.0	0.0	101.4	53.5	0.0
1st-Term Q (Q1), veh/ln	0.0	0.2	0.1	0.0	0.0	16.5	10.1	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	9.0	0.8	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.2	0.0	0.0	25.5	10.9	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.09	0.00	0.00	0.81	2.72	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	9.9	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	2
Grp Vol (v), veh/h	0	0	0	274	0	0	0	423
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	10.1	0.0	0.0	0.0	10.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.1	0.0	0.0	0.0	10.8
Lane Grp Cap (c), veh/h	0	0	0	956	0	0	0	1158
V/C Ratio (X)	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.37
Avail Cap (c_a), veh/h	0	0	0	956	0	0	0	1158
Upstream Filter (I)	0.00	0.00	0.00	0.41	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	15.7	0.0	0.0	0.0	31.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	16.0	0.0	0.0	0.0	32.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.1	0.0	0.0	0.0	4.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Existing WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.2	0.0	0.0	0.0	4.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.24	0.00	0.00	0.00	0.75
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	288	0	0	0	272
Grp Sat Flow (s), veh/h/ln	0	0	0	1893	0	0	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	10.1	0.0	0.0	0.0	16.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.1	0.0	0.0	0.0	16.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.30	0.00	0.02	0.00	0.67	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	1002	0	0	0	517
V/C Ratio (X)	0.00	0.00	0.00	0.29	0.00	0.00	0.00	0.53
Avail Cap (c_a), veh/h	0	0	0	1002	0	0	0	517
Upstream Filter (I)	0.00	0.00	0.00	0.41	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	15.7	0.0	0.0	0.0	33.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	0.0	0.0	3.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	16.0	0.0	0.0	0.0	37.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.3	0.0	0.0	0.0	6.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.4	0.0	0.0	0.0	7.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.25	0.00	0.00	0.00	3.89
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	181	3	22	28	0	18
Future Vol, veh/h	181	3	22	28	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	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	232	4	28	36	0	23






















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	236	0	- 234
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	- 6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	- 3.3
Pot Cap-1 Maneuver	-	-	1343	-	0 810
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1343	-	- 810
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.4	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	810	-	-	1343	-
HCM Lane V/C Ratio	0.028	-	-	0.021	-
HCM Control Delay (s)	9.6	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Existing WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	28	168	105	11	24	36	682	145	26	677	3
Future Volume (veh/h)	2	28	168	105	11	24	36	682	145	26	677	3
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	29	175	109	11	25	38	710	151	27	705	3
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	15	221	201	138	39	89	49	967	206	41	1202	1018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.12	0.12	0.08	0.08	0.07	0.03	0.64	0.63	0.02	0.63	0.63
Unsig. Movement Delay												
Ln Grp Delay, s/veh	56.7	0.0	73.2	75.7	0.0	64.6	91.6	0.0	22.1	86.3	17.7	9.8
Ln Grp LOS	E	A	E	E	A	E	F	A	C	F	B	A
Approach Vol, veh/h		206			145			899			735	
Approach Delay, s/veh		70.7			72.9			25.0			20.2	
Approach LOS		E			E			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	4.0	11.0	10.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		7.3	98.9	22.8	16.0	8.0	98.2					
Change Period (Y+Rc), s		4.0	6.5	4.7	5.0	4.0	6.5					
Max Green (Gmax), s		16.0	38.5	35.3	35.0	16.0	38.5					
Max Allow Headway (MAH), s		3.8	5.3	4.2	4.2	3.8	5.2					
Max Q Clear (g_c+I1), s		4.1	48.2	17.5	10.6	5.0	33.4					
Green Ext Time (g_e), s		0.0	0.0	0.6	0.5	0.0	2.1					
Prob of Phs Call (p_c)		0.66	1.00	1.00	1.00	0.78	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		122	1810	1810						
Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			1519	1772	516		1900					
Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			323	1610	1173		1610					
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L+T	L	L (Prot)						



HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Existing WP - AM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	27	0	31	109	38	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1894	1810	1810	0	0	0
Q Serve Time (g_s), s	2.1	0.0	2.1	8.6	3.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.1	0.0	2.1	8.6	3.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1810	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.06	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	41	0	237	138	49	0	0	0
V/C Ratio (X)	0.65	0.00	0.13	0.79	0.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	200	0	461	437	200	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	70.3	0.0	56.5	65.9	70.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	16.0	0.0	0.2	9.8	21.5	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	86.3	0.0	56.7	75.7	91.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.0	0.0	1.0	4.0	1.4	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.4	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.2	0.0	1.0	4.4	1.7	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.40	0.29	0.30	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment	T							
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	705	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	31.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	31.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1202	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.59	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1202	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	15.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	17.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	13.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Existing WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	14.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data
























Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	861	175	36	0	3	0	0
Grp Sat Flow (s), veh/h/ln	0	1842	1610	1689	0	1610	0	0
Q Serve Time (g_s), s	0.0	46.2	15.5	2.9	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	46.2	15.5	2.9	0.0	0.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.18	1.00	0.69	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1173	201	128	0	1018	0	0
V/C Ratio (X)	0.00	0.73	0.87	0.28	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1173	392	408	0	1018	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.0	62.3	63.4	0.0	9.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.1	10.9	1.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.1	73.2	64.6	0.0	9.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	19.0	6.4	1.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.3	0.6	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	20.3	7.0	1.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.14	2.72	0.07	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

HCM 6th Signalized Intersection Capacity Analysis  
9: Market St & Rivera St

Agua Mansa Industrial  
Existing WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	8	285	0	40	35	779	257	49	836	3
Future Volume (veh/h)	0	0	8	285	0	40	35	779	257	49	836	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	8	294	0	41	36	803	265	51	862	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	0	37	32	416	0	185	873	2182	1158	151	758	3
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
Prop Arrive On Green	0.00	0.00	0.02	0.11	0.00	0.11	0.96	1.00	1.00	0.08	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	47.6	40.6	0.0	36.8	0.9	0.5	0.4	40.2	125.0	123.9
Ln Grp LOS	A	A	D	D	A	D	A	A	A	D	F	F
Approach Vol, veh/h		8			335			1104			916	
Approach Delay, s/veh		47.6			40.1			0.5			119.8	
Approach LOS		D			D			A			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	6	5					
Case No		2.0	3.0	9.0	11.0	4.0	2.0					
Phs Duration (G+Y+Rc), s		11.5	58.4	14.3	5.8	22.5	47.4					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	18.0	18.0	18.0	18.0	18.0					
Max Allow Headway (MAH), s		3.8	4.9	3.8	4.0	5.2	3.8					
Max Q Clear (g_c+I1), s		4.4	2.0	9.0	2.4	20.5	2.1					
Green Ext Time (g_e), s		0.1	6.0	0.8	0.0	0.0	0.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.18	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.04	0.00	1.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7		5					
Mvmt Sat Flow, veh/h		1810		3619	0		1810					
Through Movement Data												
Assigned Mvmt			2	8	4	6						
Mvmt Sat Flow, veh/h			3610	0	1900	3690						
Right-Turn Movement Data												
Assigned Mvmt			12	18	14	16						
Mvmt Sat Flow, veh/h			1610	1610	1610	13						
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	0	5	0	0			
Lane Assignment		L (Prot)		L			L (Prot)					

HCM 6th Signalized Intersection Capacity Analysis  
9: Market St & Rivera St

Agua Mansa Industrial  
Existing WP - AM Peak Hour

Lanes in Grp	1	0	2	0	0	1	0	0
Grp Vol (v), veh/h	51	0	294	0	0	36	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	0	1810	0	0
Q Serve Time (g_s), s	2.4	0.0	7.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	2.4	0.0	7.0	0.0	0.0	0.1	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	151	0	416	0	0	873	0	0
V/C Ratio (X)	0.34	0.00	0.71	0.00	0.00	0.04	0.00	0.00
Avail Cap (c_a), veh/h	372	0	744	0	0	873	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.94	0.00	0.00
Uniform Delay (d1), s/veh	38.9	0.0	38.4	0.0	0.0	0.8	0.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	2.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.2	0.0	40.6	0.0	0.0	0.9	0.0	0.0
1st-Term Q (Q1), veh/ln	1.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.1	0.0	3.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.18	0.00	0.22	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	8	4	6	0	0	0
Lane Assignment		T		T	T			
Lanes in Grp	0	2	0	1	1	0	0	0
Grp Vol (v), veh/h	0	803	0	0	422	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	1805	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2182	0	37	371	0	0	0
V/C Ratio (X)	0.00	0.37	0.00	0.00	1.14	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2182	0	391	371	0	0	0
Upstream Filter (I)	0.00	0.94	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	89.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	0.0	125.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	7.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	9.2	0.0	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
9: Market St & Rivera St

Agua Mansa Industrial  
Existing WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	17.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	1.44	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	12.7	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	16	0	0	0
Lane Assignment		R	R	R	T+R			
Lanes in Grp	0	1	1	1	1	0	0	0
Grp Vol (v), veh/h	0	265	41	8	443	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1610	1610	1898	0	0	0
Q Serve Time (g_s), s	0.0	0.0	2.1	0.4	18.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	2.1	0.4	18.5	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	10.3	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.01	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1158	185	32	390	0	0	0
V/C Ratio (X)	0.00	0.23	0.22	0.25	1.14	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1158	331	331	390	0	0	0
Upstream Filter (I)	0.00	0.94	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	36.2	43.5	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.6	4.1	88.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	36.8	47.6	123.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.8	0.2	8.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	9.6	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.8	0.2	17.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.17	0.02	1.50	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	13.3	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

Intersection Summary




















HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Existing WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	94	0	748	201	321	0	0	979	150
Future Volume (veh/h)	0	0	0	94	0	748	201	321	0	0	979	150
Number				3	8	18	5	2	12	1	6	16
Initial Q, 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		
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				96	0	0	205	328	0	0	999	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
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				131	0		245	2928	0	0	2239	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.07	0.00	0.00	0.14	0.81	0.00	0.00	0.62	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				48.6	0.0	0.0	45.6	1.8	0.0	0.0	9.5	0.0
Ln Grp LOS				D	A		D	A	A	A	A	
Approach Vol, veh/h					96			533			999	
Approach Delay, s/veh					48.6			18.7			9.5	
Approach LOS					D			B			A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	8		5	6					
Case No			4.0	11.0		2.0	7.0					
Phs Duration (G+Y+Rc), s			78.5	11.5		17.2	61.3					
Change Period (Y+Rc), s			5.5	5.0		5.0	5.5					
Max Green (Gmax), s			46.5	33.0		19.0	22.5					
Max Allow Headway (MAH), s			5.2	5.3		3.8	5.2					
Max Q Clear (g_c+I1), s			3.7	6.7		11.9	15.1					
Green Ext Time (g_e), s			2.4	0.5		0.3	3.9					
Prob of Phs Call (p_c)			1.00	0.91		0.99	1.00					
Prob of Max Out (p_x)			0.00	0.00		0.08	0.00					
Left-Turn Movement Data												
Assigned Mvmt				3		5	1					
Mvmt Sat Flow, veh/h				1810		1810	0					
Through Movement Data												
Assigned Mvmt			2	8			6					
Mvmt Sat Flow, veh/h			3705	0			3705					
Right-Turn Movement Data												
Assigned Mvmt			12	18			16					
Mvmt Sat Flow, veh/h			0	1610			1610					
Left Lane Group Data												
Assigned Mvmt	0	0	3	0	5	1	0	0				
Lane Assignment			L+T		L (Prot)							

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Existing WP - AM Peak Hour

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	96	0	205	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	4.7	0.0	9.9	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	4.7	0.0	9.9	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	55.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	131	0	245	0	0	0
V/C Ratio (X)	0.00	0.00	0.73	0.00	0.84	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	663	0	382	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.82	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	40.9	0.0	37.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.7	0.0	7.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	48.6	0.0	45.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	2.1	0.0	4.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	0.5	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.3	0.0	4.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.10	0.00	0.81	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	328	0	0	0	999	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	1.7	0.0	0.0	0.0	13.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.7	0.0	0.0	0.0	13.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	2928	0	0	0	2239	0	0
V/C Ratio (X)	0.00	0.11	0.00	0.00	0.00	0.45	0.00	0.00
Avail Cap (c_a), veh/h	0	2928	0	0	0	2239	0	0
Upstream Filter (I)	0.00	0.82	0.00	0.00	0.00	0.85	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.8	0.0	0.0	0.0	9.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.5	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
Control Delay (d), s/veh	0.0	1.8	0.0	0.0	0.0	9.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.0	0.0	4.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Existing WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.0	0.0	0.0	4.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.36	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	116	0	0	999	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	590	0	0	999	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	14.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing WP - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↗					↕↗		↘	↕↕	
Traffic Volume (veh/h)	96	0	715	0	0	0	0	426	141	607	467	0
Future Volume (veh/h)	96	0	715	0	0	0	0	426	141	607	467	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	104	0	777				0	463	0	660	508	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	372	0	598				0	1143		543	2427	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.67	0.67	1.00
Prop Arrive On Green	0.21	0.00	0.21				0.00	0.32	0.00	0.20	0.45	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	30.3	0.0	181.9				0.0	25.2	0.0	147.2	10.4	0.0
Ln Grp LOS	C	A	F				A	C		F	B	A
Approach Vol, veh/h		881						463			1168	
Approach Delay, s/veh		164.0						25.2			87.7	
Approach LOS		F						C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		32.0	34.0		24.0		66.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	28.5		19.0		60.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		29.0	11.0		21.0		9.7					
Green Ext Time (g_e), s		0.0	2.8		0.0		3.9					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing WP - AM Peak Hour

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	660	0	0	104	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	27.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	27.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	28.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	543	0	0	372	0	0	0	0
V/C Ratio (X)	1.22	0.00	0.00	0.28	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	543	0	0	372	0	0	0	0
Upstream Filter (I)	0.87	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	36.0	0.0	0.0	29.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	111.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	147.2	0.0	0.0	30.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	12.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	16.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	29.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	5.81	0.00	0.00	0.10	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment	T			T				
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	463	0	0	0	508	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	9.0	0.0	0.0	0.0	7.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.0	0.0	0.0	0.0	7.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1143	0	0	0	2427	0	0
V/C Ratio (X)	0.00	0.41	0.00	0.00	0.00	0.21	0.00	0.00
Avail Cap (c_a), veh/h	0	1143	0	0	0	2427	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d1), s/veh	0.0	24.1	0.0	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.2	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
Control Delay (d), s/veh	0.0	25.2	0.0	0.0	0.0	10.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.8	0.0	0.0	0.0	2.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.9	0.0	0.0	0.0	3.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.00	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	777	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	598	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	1.30	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	598	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	146.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	181.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	18.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	1.34	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	44.7	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary

























HCM 6th Ctrl Delay	103.0
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Existing WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	169	182	117	134	384	112	155	672	50	76	979	194
Future Volume (veh/h)	169	182	117	134	384	112	155	672	50	76	979	194
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	182	196	126	144	413	120	167	723	54	82	1053	209
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	221	499	423	185	461	391	208	1386	103	123	1299	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.26	0.26	0.10	0.24	0.24	0.11	0.41	0.40	0.07	0.36	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	64.0	30.8	29.9	51.0	54.6	31.4	57.3	25.0	25.0	51.6	34.5	25.3
Ln Grp LOS	E	C	C	D	D	C	E	C	C	D	C	C
Approach Vol, veh/h		504			677			944			1344	
Approach Delay, s/veh		42.6			49.7			30.7			34.1	
Approach LOS		D			D			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		10.8	44.7	14.2	30.3	15.5	40.0	16.2	28.3			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		9.8	34.9	15.2	22.1	13.5	31.2	11.8	25.5			
Max Allow Headway (MAH), s		3.8	5.3	3.8	4.8	3.8	5.0	3.8	5.0			
Max Q Clear (g_c+I1), s		6.4	18.0	9.8	10.5	11.0	28.4	11.8	23.0			
Green Ext Time (g_e), s		0.0	4.6	0.2	1.2	0.1	2.0	0.0	0.7			
Prob of Phs Call (p_c)		0.90	1.00	0.98	1.00	0.99	1.00	0.99	1.00			
Prob of Max Out (p_x)		1.00	0.00	0.22	0.05	1.00	0.00	1.00	1.00			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3405		1900		3610		1900			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			254		1610		1610		1610			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Existing WP - AM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	82	0	144	0	167	0	182	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	4.4	0.0	7.8	0.0	9.0	0.0	9.8	0.0
Cycle Q Clear Time (g_c), s	4.4	0.0	7.8	0.0	9.0	0.0	9.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	123	0	185	0	208	0	221	0
V/C Ratio (X)	0.67	0.00	0.78	0.00	0.80	0.00	0.82	0.00
Avail Cap (c_a), veh/h	186	0	284	0	253	0	223	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	45.5	0.0	43.8	0.0	43.2	0.0	42.8	0.0
Incr Delay (d2), s/veh	6.1	0.0	7.2	0.0	14.2	0.0	21.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	51.6	0.0	51.0	0.0	57.3	0.0	64.0	0.0
1st-Term Q (Q1), veh/ln	2.0	0.0	3.4	0.0	4.0	0.0	4.3	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.4	0.0	0.8	0.0	1.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.2	0.0	3.8	0.0	4.8	0.0	5.7	0.0
%ile Storage Ratio (RQ%)	0.21	0.00	0.22	0.00	0.48	0.00	1.09	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	383	0	196	0	1053	0	413
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	16.0	0.0	8.5	0.0	26.4	0.0	21.0
Cycle Q Clear Time (g_c), s	0.0	16.0	0.0	8.5	0.0	26.4	0.0	21.0
Lane Grp Cap (c), veh/h	0	735	0	499	0	1299	0	461
V/C Ratio (X)	0.00	0.52	0.00	0.39	0.00	0.81	0.00	0.90
Avail Cap (c_a), veh/h	0	735	0	499	0	1299	0	494
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.3	0.0	30.3	0.0	28.9	0.0	36.6
Incr Delay (d2), s/veh	0.0	2.6	0.0	0.5	0.0	5.6	0.0	18.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.0	0.0	30.8	0.0	34.5	0.0	54.6
1st-Term Q (Q1), veh/ln	0.0	6.6	0.0	3.8	0.0	11.1	0.0	9.6
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.1	0.0	1.0	0.0	2.3

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Existing WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.1	0.0	3.9	0.0	12.1	0.0	11.9
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.18	0.00	0.72	0.00	0.67
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	394	0	126	0	209	0	120
Grp Sat Flow (s), veh/h/ln	0	1854	0	1610	0	1610	0	1610
Q Serve Time (g_s), s	0.0	16.0	0.0	6.3	0.0	9.5	0.0	6.1
Cycle Q Clear Time (g_c), s	0.0	16.0	0.0	6.3	0.0	9.5	0.0	6.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.14	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	755	0	423	0	580	0	391
V/C Ratio (X)	0.00	0.52	0.00	0.30	0.00	0.36	0.00	0.31
Avail Cap (c_a), veh/h	0	755	0	423	0	580	0	419
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.4	0.0	29.5	0.0	23.5	0.0	31.0
Incr Delay (d2), s/veh	0.0	2.6	0.0	0.4	0.0	1.7	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.0	0.0	29.9	0.0	25.3	0.0	31.4
1st-Term Q (Q1), veh/ln	0.0	6.8	0.0	2.4	0.0	3.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.3	0.0	2.4	0.0	3.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	0.11	0.00	0.48	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	61	76	377	481	72
Future Vol, veh/h	26	61	76	377	481	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	160	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	29	68	84	419	534	80

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	952	307	614	0	-	0
Stage 1	574	-	-	-	-	-
Stage 2	378	-	-	-	-	-
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	261	695	975	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	669	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	239	695	975	-	-	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	669	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	975	-	361	695	-	-
HCM Lane V/C Ratio	0.087	-	0.08	0.098	-	-
HCM Control Delay (s)	9	-	15.8	10.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	0.3	-	-

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Existing WP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	4	28	4	2	60	107	386	7	100	435	7
Future Volume (veh/h)	7	4	28	4	2	60	107	386	7	100	435	7
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	4	31	4	2	66	118	424	8	110	478	8
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	17	12	91	9	3	91	145	2627	50	136	2617	44
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.01	0.06	0.06	0.01	0.06	0.05	0.08	0.72	0.73	0.08	0.72	0.72
Unsig. Movement Delay												
Ln Grp Delay, s/veh	81.6	0.0	60.6	92.4	0.0	70.6	69.4	5.8	5.8	69.9	6.2	6.2
Ln Grp LOS	F	A	E	F	A	E	E	A	A	E	A	A
Approach Vol, veh/h		43			72			550			596	
Approach Delay, s/veh		64.5			71.9			19.5			17.9	
Approach LOS		E			E			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		13.3	99.5	4.2	13.0	13.9	98.9	4.8	12.4			
Change Period (Y+Rc), s		3.5	5.3	3.5	4.9	3.5	5.3	3.5	4.9			
Max Green (Gmax), s		21.5	39.7	21.5	30.1	21.5	39.7	21.5	30.1			
Max Allow Headway (MAH), s		3.8	5.2	3.8	5.5	3.8	5.2	3.8	5.6			
Max Q Clear (g_c+I1), s		9.8	6.7	2.3	4.7	10.3	7.5	2.6	7.4			
Green Ext Time (g_e), s		0.2	2.7	0.0	0.1	0.2	3.1	0.0	0.3			
Prob of Phs Call (p_c)		0.98	1.00	0.13	0.98	0.99	1.00	0.25	0.98			
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3624		187		3633		48			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			68		1451		61		1570			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				



HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Existing WP - AM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	110	0	4	0	118	0	8	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	7.8	0.0	0.3	0.0	8.3	0.0	0.6	0.0
Cycle Q Clear Time (g_c), s	7.8	0.0	0.3	0.0	8.3	0.0	0.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	136	0	9	0	145	0	17	0
V/C Ratio (X)	0.81	0.00	0.43	0.00	0.82	0.00	0.46	0.00
Avail Cap (c_a), veh/h	299	0	299	0	299	0	299	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	59.2	0.0	64.5	0.0	58.9	0.0	64.0	0.0
Incr Delay (d2), s/veh	10.7	0.0	28.0	0.0	10.6	0.0	17.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	69.9	0.0	92.4	0.0	69.4	0.0	81.6	0.0
1st-Term Q (Q1), veh/ln	3.6	0.0	0.1	0.0	3.8	0.0	0.3	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	0.1	0.0	0.4	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	4.0	0.0	0.2	0.0	4.3	0.0	0.3	0.0
%ile Storage Ratio (RQ%)	0.69	0.00	0.04	0.00	0.73	0.00	0.06	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	211	0	0	0	237	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	4.7	0.0	0.0	0.0	5.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	0.0	0.0	5.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1309	0	0	0	1300	0	0
V/C Ratio (X)	0.00	0.16	0.00	0.00	0.00	0.18	0.00	0.00
Avail Cap (c_a), veh/h	0	1309	0	0	0	1300	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.6	0.0	0.0	0.0	5.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.3	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
Control Delay (d), s/veh	0.0	5.8	0.0	0.0	0.0	6.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.7	0.0	0.0	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Existing WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.8	0.0	0.0	0.0	2.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	221	0	35	0	249	0	68
Grp Sat Flow (s), veh/h/ln	0	1888	0	1639	0	1889	0	1617
Q Serve Time (g_s), s	0.0	4.7	0.0	2.7	0.0	5.5	0.0	5.4
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	2.7	0.0	5.5	0.0	5.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.04	0.00	0.89	0.00	0.03	0.00	0.97
Lane Grp Cap (c), veh/h	0	1368	0	102	0	1361	0	94
V/C Ratio (X)	0.00	0.16	0.00	0.34	0.00	0.18	0.00	0.73
Avail Cap (c_a), veh/h	0	1368	0	379	0	1361	0	374
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	5.6	0.0	58.6	0.0	5.9	0.0	60.5
Incr Delay (d2), s/veh	0.0	0.3	0.0	2.0	0.0	0.3	0.0	10.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.8	0.0	60.6	0.0	6.2	0.0	70.6
1st-Term Q (Q1), veh/ln	0.0	1.8	0.0	1.1	0.0	2.1	0.0	2.2
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.9	0.0	1.2	0.0	2.2	0.0	2.5
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.06	0.00	0.06	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	23.3
HCM 6th LOS	C

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Existing WP - AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations									
Traffic Volume (veh/h)	34	12	448	46	9	477			
Future Volume (veh/h)	34	12	448	46	9	477			
Number	3	18	2	12	1	6			
Initial Q, 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			
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	37	13	487	50	10	518			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes				Yes				
Cap, veh/h	134	120	2312	237	47	1506			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.07	0.07	0.70	0.68	0.03	0.79			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	27.3	26.3	3.6	3.6	30.8	1.9			
Ln Grp LOS	C	C	A	A	C	A			
Approach Vol, veh/h	50		537			528			
Approach Delay, s/veh	27.1		3.6			2.5			
Approach LOS	C		A			A			
Timer:		1	2	3	4	5	6	7	8
Assigned Phs		1	2	8			6		
Case No		2.0	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s		5.6	46.0	8.5			51.5		
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5		
Max Green (Gmax), s		7.0	21.5	18.0			33.0		
Max Allow Headway (MAH), s		3.8	5.3	3.9			5.2		
Max Q Clear (g_c+I1), s		2.3	5.2	3.2			6.7		
Green Ext Time (g_e), s		0.0	3.0	0.1			3.6		
Prob of Phs Call (p_c)		0.15	1.00	0.57			1.00		
Prob of Max Out (p_x)		0.17	0.00	0.00			0.01		
<b>Left-Turn Movement Data</b>									
Assigned Mvmt		1	5	3					
Mvmt Sat Flow, veh/h		1810	0	1810					
<b>Through Movement Data</b>									
Assigned Mvmt			2	8			6		
Mvmt Sat Flow, veh/h			3401	0			1900		
<b>Right-Turn Movement Data</b>									
Assigned Mvmt			12	18			16		
Mvmt Sat Flow, veh/h			338	1610			0		
<b>Left Lane Group Data</b>									
Assigned Mvmt		1	5	3	0	0	0	0	0
Lane Assignment		L (Prot)		L					

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Existing WP - AM Peak Hour

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	10	0	37	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	0	0	0	0
Q Serve Time (g_s), s	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	1.2	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	42.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	47	0	134	0	0	0	0	0
V/C Ratio (X)	0.21	0.00	0.28	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	226	0	558	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	28.6	0.0	26.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.2	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	30.8	0.0	27.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.5	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.5	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	265	0	0	0	518	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	3.1	0.0	0.0	0.0	4.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.1	0.0	0.0	0.0	4.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1263	0	0	0	1506	0	0
V/C Ratio (X)	0.00	0.21	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	1263	0	0	0	1506	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.2	0.0	0.0	0.0	1.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.6	0.0	0.0	0.0	1.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	0.0	0.0	0.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Existing WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	0.0	0.0	0.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	272	13	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1839	1610	0	0	0	0	0
Q Serve Time (g_s), s	0.0	3.2	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.2	0.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.18	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1286	120	0	0	0	0	0
V/C Ratio (X)	0.00	0.21	0.11	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1286	496	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.2	25.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.6	26.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.7	0.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	4.1
HCM 6th LOS	A

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑		↑	
Traffic Vol, veh/h	8	74	40	54	5	2
Future Vol, veh/h	8	74	40	54	5	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	74	40	54	5	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	94	0	-	0	120 67
Stage 1	-	-	-	-	67 -
Stage 2	-	-	-	-	53 -
Critical Hdwy	4.1	-	-	-	6.6 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1513	-	-	-	875 1002
Stage 1	-	-	-	-	961 -
Stage 2	-	-	-	-	969 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1513	-	-	-	870 1002
Mov Cap-2 Maneuver	-	-	-	-	870 -
Stage 1	-	-	-	-	955 -
Stage 2	-	-	-	-	969 -

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)	1513	-	-	-	904
HCM Lane V/C Ratio	0.005	-	-	-	0.008
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	5	74	92	21	6	2
Future Vol, veh/h	5	74	92	21	6	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	74	92	21	6	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	113	0	-	0	150 57
Stage 1	-	-	-	-	103 -
Stage 2	-	-	-	-	47 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1489	-	-	-	833 1004
Stage 1	-	-	-	-	916 -
Stage 2	-	-	-	-	976 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1489	-	-	-	830 1004
Mov Cap-2 Maneuver	-	-	-	-	830 -
Stage 1	-	-	-	-	912 -
Stage 2	-	-	-	-	976 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1489	-	-	-	868
HCM Lane V/C Ratio	0.003	-	-	-	0.009
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	5.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	
Traffic Vol, veh/h	19	58	3	15	46	26	64	33	6	16	22	3
Future Vol, veh/h	19	58	3	15	46	26	64	33	6	16	22	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	64	3	17	51	29	71	37	7	18	24	3

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	80	0	0	67	0	0	180	222	34	193	209	40
Stage 1	-	-	-	-	-	-	108	108	-	100	100	-
Stage 2	-	-	-	-	-	-	72	114	-	93	109	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1531	-	-	1547	-	-	771	680	1038	755	692	1029
Stage 1	-	-	-	-	-	-	892	810	-	901	816	-
Stage 2	-	-	-	-	-	-	935	805	-	909	809	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1531	-	-	1547	-	-	732	662	1038	704	674	1029
Mov Cap-2 Maneuver	-	-	-	-	-	-	732	662	-	704	674	-
Stage 1	-	-	-	-	-	-	880	799	-	888	806	-
Stage 2	-	-	-	-	-	-	893	795	-	850	798	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.8		1.3		10.4		10.5	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	732	701	1531	-	-	1547	-	-	703
HCM Lane V/C Ratio	0.097	0.062	0.014	-	-	0.011	-	-	0.065
HCM Control Delay (s)	10.4	10.5	7.4	0	-	7.4	0	-	10.5
HCM Lane LOS	B	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.2	0	-	-	0	-	-	0.2



Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	86	105	44	0	2
Future Vol, veh/h	0	86	105	44	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	86	105	44	0	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	- 75
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	- 6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	- 3.3
Pot Cap-1 Maneuver	0	-	-	-	0 978
Stage 1	0	-	-	-	0 -
Stage 2	0	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	- 978
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	978
HCM Lane V/C Ratio	-	-	-	0.002
HCM Control Delay (s)	-	-	-	8.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Existing WP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	54	16	449	47	429	32	333	509	441	519	19
Future Volume (veh/h)	33	54	16	449	47	429	32	333	509	441	519	19
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	57	17	478	50	0	34	354	541	469	552	20
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	141	110	33	250	26		100	1393	621	362	1915	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
Prop Arrive On Green	0.08	0.08	0.07	0.15	0.15	0.00	0.06	0.39	0.39	0.20	0.53	0.53
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.1	0.0	58.3	475.0	0.0	0.0	58.8	26.6	50.9	202.2	16.7	14.0
Ln Grp LOS	E	A	E	F	A		E	C	D	F	B	B
Approach Vol, veh/h		109			528			929			1041	
Approach Delay, s/veh		57.3			475.0			41.9			100.2	
Approach LOS		E			F			D			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	3.0	10.0	11.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		30.0	55.2	14.8	25.0	11.9	73.3					
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7					
Max Green (Gmax), s		25.0	38.0	20.0	19.0	20.0	* 44					
Max Allow Headway (MAH), s		3.8	4.5	4.8	5.3	3.8	5.2					
Max Q Clear (g_c+I1), s		27.0	40.8	6.9	21.0	4.3	12.6					
Green Ext Time (g_e), s		0.0	0.0	0.3	0.0	0.0	4.2					
Prob of Phs Call (p_c)		1.00	1.00	0.98	1.00	0.69	1.00					
Prob of Max Out (p_x)		1.00	0.00	0.00	1.00	0.00	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		1810	1646	1810						
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3610	1405	172		3610					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			1610	419	1610		1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L	L+T	L (Prot)						

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Existing WP - PM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	469	0	35	528	34	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1818	1810	0	0	0
Q Serve Time (g_s), s	25.0	0.0	2.3	19.0	2.3	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	25.0	0.0	2.3	19.0	2.3	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.91	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	362	0	141	276	100	0	0	0
V/C Ratio (X)	1.30	0.00	0.25	1.91	0.34	0.00	0.00	0.00
Avail Cap (c_a), veh/h	362	0	290	276	290	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.89	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	50.0	0.0	54.2	53.2	56.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	152.2	0.0	0.9	421.8	2.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	202.2	0.0	55.1	475.0	58.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	11.2	0.0	1.0	8.7	1.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	15.3	0.0	0.0	32.4	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	26.6	0.0	1.1	41.0	1.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	3.32	0.00	0.24	2.35	0.30	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	26.8	0.0	0.0	62.9	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.5	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	354	0	0	0	552	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	8.3	0.0	0.0	0.0	10.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.3	0.0	0.0	0.0	10.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1393	0	0	0	1915	0	0
V/C Ratio (X)	0.00	0.25	0.00	0.00	0.00	0.29	0.00	0.00
Avail Cap (c_a), veh/h	0	1393	0	0	0	1915	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	26.1	0.0	0.0	0.0	16.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.4	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
Control Delay (d), s/veh	0.0	26.6	0.0	0.0	0.0	16.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	0.0	0.0	4.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Existing WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.7	0.0	0.0	0.0	4.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.13	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	T+R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	541	74	0	0	20	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1825	1610	0	1610	0	0
Q Serve Time (g_s), s	0.0	38.8	4.9	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	38.8	4.9	0.0	0.0	0.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.23	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	621	143	245	0	854	0	0
V/C Ratio (X)	0.00	0.87	0.52	0.00	0.00	0.02	0.00	0.00
Avail Cap (c_a), veh/h	0	621	292	245	0	854	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	35.5	55.4	0.0	0.0	14.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	15.4	2.9	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	50.9	58.3	0.0	0.0	14.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	15.0	2.2	0.0	0.0	0.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.7	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	17.7	2.4	0.0	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	2.85	0.11	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary



















HCM 6th Ctrl Delay	153.6
HCM 6th LOS	F

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Existing WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	29	16	58	16	15	26	867	38	6	778	10
Future Volume (veh/h)	43	29	16	58	16	15	26	867	38	6	778	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	46	31	17	62	17	16	28	922	40	6	828	11
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	127	53	25	159	27	23	90	2462	107	90	2548	34
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.08	0.08	0.07	0.08	0.08	0.05	0.70	0.70	0.05	0.70	0.69
Unsig. Movement Delay												
Ln Grp Delay, s/veh	37.8	0.0	0.0	37.8	0.0	0.0	37.8	5.4	5.4	36.5	5.4	5.4
Ln Grp LOS	D	A	A	D	A	A	D	A	A	D	A	A
Approach Vol, veh/h		94			95			990			845	
Approach Delay, s/veh		37.8			37.8			6.3			5.6	
Approach LOS		D			D			A			A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4	5	6		8			
Case No		2.0	4.0		8.0	2.0	4.0		8.0			
Phs Duration (G+Y+Rc), s		7.7	61.9		10.4	7.7	61.9		10.4			
Change Period (Y+Rc), s		3.7	6.0		* 4.2	3.7	6.0		* 4.2			
Max Green (Gmax), s		16.3	34.0		* 16	16.3	34.0		* 16			
Max Allow Headway (MAH), s		3.8	5.2		5.3	3.8	5.2		5.4			
Max Q Clear (g_c+I1), s		2.3	10.5		6.0	3.2	9.1		6.1			
Green Ext Time (g_e), s		0.0	6.7		0.3	0.0	5.7		0.3			
Prob of Phs Call (p_c)		1.00	1.00		0.99	1.00	1.00		0.99			
Prob of Max Out (p_x)		0.00	0.00		0.04	0.00	0.00		0.05			
Left-Turn Movement Data												
Assigned Mvmt		1			7	5			3			
Mvmt Sat Flow, veh/h		1810			772	1810			1094			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3525		679		3648		346			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			153		320		48		292			
Left Lane Group Data												
Assigned Mvmt		1	0	0	7	5	0	0	3			
Lane Assignment		L (Prot)			L+T+R	L (Prot)			L+T+R			

HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Existing WP - PM Peak Hour

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	6	0	0	94	28	0	0	95
Grp Sat Flow (s), veh/h/ln	1810	0	0	1771	1810	0	0	1732
Q Serve Time (g_s), s	0.3	0.0	0.0	0.0	1.2	0.0	0.0	0.1
Cycle Q Clear Time (g_c), s	0.3	0.0	0.0	4.0	1.2	0.0	0.0	4.1
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1398	0	0	0	1379
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1855	0	0	0	1840
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	5.7	0.0	0.0	0.0	5.7
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	1.7	0.0	0.0	0.0	1.8
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Time to First Blk (g_f), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.2
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.49	1.00	0.00	0.00	0.65
Lane Grp Cap (c), veh/h	90	0	0	194	90	0	0	198
V/C Ratio (X)	0.07	0.00	0.00	0.49	0.31	0.00	0.00	0.48
Avail Cap (c_a), veh/h	369	0	0	382	369	0	0	376
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.58	0.00	0.00	1.00
Uniform Delay (d1), s/veh	36.2	0.0	0.0	35.9	36.7	0.0	0.0	36.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.9	1.1	0.0	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	36.5	0.0	0.0	37.8	37.8	0.0	0.0	37.8
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	1.8	0.5	0.0	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.0	1.9	0.5	0.0	0.0	1.9
%ile Storage Ratio (RQ%)	0.02	0.00	0.00	0.21	0.09	0.00	0.00	0.23
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	472	0	0	0	410	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	8.5	0.0	0.0	0.0	7.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.5	0.0	0.0	0.0	7.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1261	0	0	0	1261	0	0
V/C Ratio (X)	0.00	0.37	0.00	0.00	0.00	0.32	0.00	0.00
Avail Cap (c_a), veh/h	0	1261	0	0	0	1261	0	0
Upstream Filter (I)	0.00	0.58	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.9	0.0	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.4	0.0	0.0	0.0	5.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.4	0.0	0.0	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
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Agua Mansa Industrial  
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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.6	0.0	0.0	0.0	2.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R				T+R			
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	490	0	0	0	429	0	0
Grp Sat Flow (s), veh/h/ln	0	1872	0	0	0	1891	0	0
Q Serve Time (g_s), s	0.0	8.5	0.0	0.0	0.0	7.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.5	0.0	0.0	0.0	7.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	0.18	0.00	0.03	0.00	0.17
Lane Grp Cap (c), veh/h	0	1308	0	0	0	1321	0	0
V/C Ratio (X)	0.00	0.37	0.00	0.00	0.00	0.32	0.00	0.00
Avail Cap (c_a), veh/h	0	1308	0	0	0	1321	0	0
Upstream Filter (I)	0.00	0.58	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.9	0.0	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.4	0.0	0.0	0.0	5.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.5	0.0	0.0	0.0	2.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.7	0.0	0.0	0.0	2.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	9.0
HCM 6th LOS	A

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Existing WP - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↔		↖	↑↑			↑↔	
Traffic Volume (veh/h)	27	0	154	481	91	85	47	919	0	0	901	15
Future Volume (veh/h)	27	0	154	481	91	85	47	919	0	0	901	15
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	28	0	160	501	95	89	49	957	0	0	939	16
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
Opposing Right Turn Influence	Yes			Yes			Yes			No		
Cap, veh/h	781	0	787	561	89	84	178	1269	0	0	1276	22
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.49	0.00	0.49	0.48	0.49	0.49	0.35	0.35	0.00	0.00	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.4	0.0	10.2	40.4	0.0	0.0	33.0	24.2	0.0	0.0	24.3	24.1
Ln Grp LOS	A	A	B	D	A	A	C	C	A	A	C	C
Approach Vol, veh/h		188			685			1006			955	
Approach Delay, s/veh		10.1			40.4			24.7			24.2	
Approach LOS		B			D			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4		6		8			
Case No			6.0		8.0		8.0		7.0			
Phs Duration (G+Y+Rc), s			30.0		40.0		30.0		40.0			
Change Period (Y+Rc), s			5.4		5.8		5.4		5.8			
Max Green (Gmax), s			24.6		34.2		24.6		34.2			
Max Allow Headway (MAH), s			5.8		4.6		5.7		3.3			
Max Q Clear (g_c+I1), s			23.3		35.7		17.8		5.9			
Green Ext Time (g_e), s			0.9		0.0		3.7		0.4			
Prob of Phs Call (p_c)			1.00		1.00		1.00		1.00			
Prob of Max Out (p_x)			1.00		1.00		0.91		0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5		7		1		3			
Mvmt Sat Flow, veh/h			597		966		0		1387			
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3705		183		3727		0			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			0		172		62		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		0	5	0	7	0	1	0	3			
Lane Assignment			L		L+T+R				L+T			



HCM 6th Signalized Intersection Capacity Analysis  
3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Existing WP - PM Peak Hour

Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	49	0	685	0	0	0	28
Grp Sat Flow (s), veh/h/ln	0	597	0	1320	0	0	0	1387
Q Serve Time (g_s), s	0.0	5.5	0.0	33.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.3	0.0	33.7	0.0	0.0	0.0	0.7
Perm LT Sat Flow (s_l), veh/h/ln	0	597	0	1246	0	0	0	1219
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1390
Perm LT Eff Green (g_p), s	0.0	24.6	0.0	33.7	0.0	0.0	0.0	34.2
Perm LT Serve Time (g_u), s	0.0	8.8	0.0	33.0	0.0	0.0	0.0	0.5
Perm LT Q Serve Time (g_ps), s	0.0	5.5	0.0	33.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.73	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	178	0	725	0	0	0	781
V/C Ratio (X)	0.00	0.28	0.00	0.95	0.00	0.00	0.00	0.04
Avail Cap (c_a), veh/h	0	178	0	725	0	0	0	781
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	29.2	0.0	19.5	0.0	0.0	0.0	9.3
Incr Delay (d2), s/veh	0.0	3.8	0.0	20.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	33.0	0.0	40.4	0.0	0.0	0.0	9.4
1st-Term Q (Q1), veh/ln	0.0	0.8	0.0	10.5	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	4.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.9	0.0	14.7	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.29	0.00	0.65	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	957	0	0	0	467	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	16.4	0.0	0.0	0.0	15.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	16.4	0.0	0.0	0.0	15.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1269	0	0	0	634	0	0
V/C Ratio (X)	0.00	0.75	0.00	0.00	0.00	0.74	0.00	0.00
Avail Cap (c_a), veh/h	0	1269	0	0	0	634	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.96	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.0	0.0	0.0	0.0	19.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.2	0.0	0.0	0.0	4.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.2	0.0	0.0	0.0	24.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.3	0.0	0.0	0.0	6.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.8	0.0	0.0

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Existing WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.1	0.0	0.0	0.0	6.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.28	0.00	0.00	0.00	0.12	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

#### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						T+R		R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	488	0	160
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1889	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	15.8	0.0	3.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	15.8	0.0	3.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.13	0.00	0.03	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	664	0	787
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.74	0.00	0.20
Avail Cap (c_a), veh/h	0	0	0	0	0	664	0	787
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.96	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	19.9	0.0	10.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	4.3	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
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	24.1	0.0	10.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	6.4	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	7.2	0.0	1.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0






















#### Intersection Summary

HCM 6th Ctrl Delay	27.3
HCM 6th LOS	C

HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Existing WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	572	39	378	14	0	3	0	602	246	89	900	0
Future Volume (veh/h)	572	39	378	14	0	3	0	602	246	89	900	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	596	41	394	15	0	3	0	627	256	93	938	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	403	29	0	0	0	625	255	116	1273	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
Prop Arrive On Green	0.25	0.25	0.25	0.02	0.00	0.00	0.00	0.25	0.25	0.06	0.35	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	149.6	0.0	91.3	73.8	0.0	0.0	0.0	95.5	96.8	69.5	43.5	0.0
Ln Grp LOS	F	A	F	E	A	A	A	F	F	E	D	A
Approach Vol, veh/h		1031			15			883			1031	
Approach Delay, s/veh		0.0			73.8			96.1			45.8	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	14.4	40.8	7.6		54.8					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.3	2.8	4.8	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	9.1	36.0	3.2		33.8					
Green Ext Time (g_e), s		0.0	0.1	0.0	0.0		5.1					
Prob of Phs Call (p_c)		1.00	0.97	1.00	0.44		1.00					
Prob of Max Out (p_x)		1.00	0.00	1.00	0.00		0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
<b>Through Movement Data</b>												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		2596		0			3705					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		1020		1610			0					
<b>Left Lane Group Data</b>												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

## 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Existing WP - PM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	93	637	15	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	7.1	0.0	1.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.1	0.0	1.2	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1436	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.94	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	116	0	29	0	0	0	0
V/C Ratio (X)	0.00	0.80	0.00	0.53	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	64.7	149.6	68.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.8	0.0	5.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	69.5	149.6	73.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.3	0.0	0.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.4	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.75	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Middle Lane Group Data

Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	452	0	0	0	0	938	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	31.8	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	31.8	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1273	0	0
V/C Ratio (X)	1.00	0.00	0.00	0.00	0.00	0.74	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	39.6	0.0	0.0
Incr Delay (d2), s/veh	43.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	95.5	0.0	0.0	0.0	0.0	43.5	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	14.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	5.4	0.0	0.0	0.0	0.0	0.7	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

## 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Existing WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	21.2	0.0	0.0	0.0	0.0	14.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.96	0.00	0.00	0.00	0.00	1.39	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	431	0	394	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1716	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	34.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	34.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.59	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	429	0	403	0	0	0	0	0
V/C Ratio (X)	1.00	0.00	0.98	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	429	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	52.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	44.3	0.0	39.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	96.8	0.0	91.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	15.0	0.0	13.7	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	5.3	0.0	4.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	20.3	0.0	18.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.92	0.00	18.08	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Capacity Analysis

## 6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Existing WP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	531	472	0	0	509	235	0	2	1	210	1	416
Future Volume (veh/h)	531	472	0	0	509	235	0	2	1	210	1	416
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	553	492	0	0	530	245	0	2	1	219	1	433
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	540	2362	0	2	1158	517	0	527	263	265	4	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.30	0.65	0.00	0.00	0.32	0.32	0.00	0.44	0.44	0.44	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	78.9	8.4	0.0	0.0	33.7	35.7	0.0	0.0	18.9	51.2	0.0	0.0
Ln Grp LOS	F	A	A	A	C	D	A	A	B	D	A	A
Approach Vol, veh/h		1045			775			3			653	
Approach Delay, s/veh		45.7			34.4			18.9			51.2	
Approach LOS		D			C			B			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6	7	8			
Case No			8.0	2.0	4.0		8.0	2.0	3.0			
Phs Duration (G+Y+Rc), s			59.5	0.0	85.0		59.5	40.0	45.0			
Change Period (Y+Rc), s			* 5.9	* 4.2	6.5		5.9	* 4.2	6.5			
Max Green (Gmax), s			* 30	* 16	58.5		29.1	* 36	38.5			
Max Allow Headway (MAH), s			5.3	0.0	5.2		5.5	3.8	4.9			
Max Q Clear (g_c+I1), s			2.1	0.0	8.5		51.6	37.8	16.6			
Green Ext Time (g_e), s			0.0	0.0	3.8		0.0	0.0	4.5			
Prob of Phs Call (p_c)			1.00	0.00	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00	1.00	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5	3			1	7				
Mvmt Sat Flow, veh/h			0	1810			511	1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			1195		3705		9		3610			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			597		0		1024		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		0	5	3	0	0	1	7	0			
Lane Assignment			L (Prot)				L+T+R		L (Prot)			

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Existing WP - PM Peak Hour

Lanes in Grp	0	0	1	0	0	1	1	0
Grp Vol (v), veh/h	0	0	0	0	0	653	553	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	0	1544	1810	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	48.7	35.8	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	49.6	35.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	1436	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	52.4	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	51.6	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	48.7	0.0	0.0
Time to First Blk (g_f), s	0.0	52.9	0.0	0.0	0.0	0.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	0.34	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	2	0	0	714	540	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.91	1.02	0.00
Avail Cap (c_a), veh/h	0	0	238	0	0	714	540	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.62	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	32.9	42.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	18.3	36.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	51.2	78.9	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	18.1	15.8	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	3.6	5.5	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	21.8	21.3	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.69	5.32	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	3.3	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	492	0	0	0	530
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	6.5	0.0	0.0	0.0	14.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	6.5	0.0	0.0	0.0	14.0
Lane Grp Cap (c), veh/h	0	0	0	2362	0	0	0	1158
V/C Ratio (X)	0.00	0.00	0.00	0.21	0.00	0.00	0.00	0.46
Avail Cap (c_a), veh/h	0	0	0	2362	0	0	0	1158
Upstream Filter (I)	0.00	0.00	0.00	0.62	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	8.3	0.0	0.0	0.0	32.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	8.4	0.0	0.0	0.0	33.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.5	0.0	0.0	0.0	6.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Existing WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.5	0.0	0.0	0.0	6.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.14	0.00	0.00	0.00	0.98
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R			R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	3	0	0	0	0	0	245
Grp Sat Flow (s), veh/h/ln	0	1792	0	0	0	0	0	1610
Q Serve Time (g_s), s	0.0	0.1	0.0	0.0	0.0	0.0	0.0	14.6
Cycle Q Clear Time (g_c), s	0.0	0.1	0.0	0.0	0.0	0.0	0.0	14.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.33	0.00	0.00	0.00	0.66	0.00	1.00
Lane Grp Cap (c), veh/h	0	790	0	0	0	0	0	517
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47
Avail Cap (c_a), veh/h	0	790	0	0	0	0	0	517
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.8	0.0	0.0	0.0	0.0	0.0	32.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.9	0.0	0.0	0.0	0.0	0.0	35.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.42
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	212	5	15	65	0	12
Future Vol, veh/h	212	5	15	65	0	12
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	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	228	5	16	70	0	13






















Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	233	0	-	231
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-	3.3
Pot Cap-1 Maneuver	-	-	1346	-	0	813
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1346	-	-	813
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	813	-	-	1346	-
HCM Lane V/C Ratio	0.016	-	-	0.012	-
HCM Control Delay (s)	9.5	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Existing WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	12	209	216	28	25	50	716	55	11	665	2
Future Volume (veh/h)	3	12	209	216	28	25	50	716	55	11	665	2
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	12	215	223	29	26	52	738	57	11	686	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	56	225	240	254	130	116	68	973	75	22	1014	859
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.15	0.15	0.15	0.14	0.14	0.14	0.04	0.56	0.56	0.01	0.53	0.53
Unsig. Movement Delay												
Ln Grp Delay, s/veh	53.0	0.0	74.8	71.2	0.0	55.9	85.6	0.0	29.7	87.0	28.3	15.8
Ln Grp LOS	D	A	E	E	A	E	F	A	C	F	C	B
Approach Vol, veh/h		230			278			847			699	
Approach Delay, s/veh		73.4			68.1			33.1			29.2	
Approach LOS		E			E			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	4.0	11.0	10.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		5.8	87.5	26.3	25.3	9.4	83.9					
Change Period (Y+Rc), s		4.0	6.5	4.7	5.0	4.0	6.5					
Max Green (Gmax), s		16.0	38.5	35.3	35.0	16.0	38.5					
Max Allow Headway (MAH), s		3.8	5.3	4.1	4.1	3.8	5.2					
Max Q Clear (g_c+I1), s		2.9	49.1	21.0	19.5	6.1	40.2					
Green Ext Time (g_e), s		0.0	0.0	0.6	0.8	0.1	0.0					
Prob of Phs Call (p_c)		0.36	1.00	1.00	1.00	0.88	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		376	1810	1810						
Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			1741	1505	923		1900					
Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			134	1610	828		1610					
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L+T	L	L (Prot)						

**HCM 6th Signalized Intersection Capacity Analysis**  
**8: Market St & Via Cerro**

**Agua Mansa Industrial**  
 Existing WP - PM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	11	0	15	223	52	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1881	1810	1810	0	0	0
Q Serve Time (g_s), s	0.9	0.0	1.0	17.5	4.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.9	0.0	1.0	17.5	4.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1810	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.20	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	22	0	281	254	68	0	0	0
V/C Ratio (X)	0.49	0.00	0.05	0.88	0.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	200	0	458	437	200	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	71.2	0.0	52.9	61.1	69.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	15.8	0.0	0.1	10.1	16.5	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	87.0	0.0	53.0	71.2	85.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.5	8.1	1.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.7	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.5	8.8	2.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.07	0.00	0.19	0.58	0.40	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment	T							
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	686	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	38.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	38.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1014	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.68	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1014	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	24.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	28.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	17.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Existing WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	18.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data
























Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	795	215	55	0	2	0	0
Grp Sat Flow (s), veh/h/ln	0	1876	1610	1751	0	1610	0	0
Q Serve Time (g_s), s	0.0	47.1	19.0	4.0	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	47.1	19.0	4.0	0.0	0.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	1.00	0.47	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1048	240	246	0	859	0	0
V/C Ratio (X)	0.00	0.76	0.89	0.22	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1048	392	423	0	859	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	24.5	60.6	55.4	0.0	15.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.2	14.2	0.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.7	74.8	55.9	0.0	15.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	20.5	7.8	1.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.5	1.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	22.0	8.7	1.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	3.41	0.09	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D

HCM 6th Signalized Intersection Capacity Analysis  
 9: Market St & Rivera St

Agua Mansa Industrial  
 Existing WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	16	83	252	1	43	9	708	243	90	893	1
Future Volume (veh/h)	2	16	83	252	1	43	9	708	243	90	893	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	17	89	272	0	46	10	761	261	97	960	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	15	126	120	360	0	160	690	2232	1156	135	1151	1
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.07	0.07	0.10	0.00	0.10	0.38	0.62	0.62	0.07	0.31	0.31
Unsig. Movement Delay												
Ln Grp Delay, s/veh	52.4	0.0	63.0	55.9	0.0	51.1	23.1	11.5	6.1	61.4	44.9	44.6
Ln Grp LOS	D	A	E	E	A	D	C	B	A	E	D	D
Approach Vol, veh/h		108			318			1032			1058	
Approach Delay, s/veh		61.1			55.2			10.2			46.3	
Approach LOS		E			E			B			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	6	5					
Case No		2.0	3.0	9.0	11.0	4.0	2.0					
Phs Duration (G+Y+Rc), s		12.9	78.2	15.9	13.0	41.3	49.8					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	48.0	18.0	18.0	48.0	18.0					
Max Allow Headway (MAH), s		3.8	4.9	3.8	4.3	5.2	3.8					
Max Q Clear (g_c+I1), s		8.3	14.2	10.8	8.5	31.0	2.4					
Green Ext Time (g_e), s		0.1	7.3	0.6	0.2	5.9	0.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.97	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.11	0.01	0.25	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7		5					
Mvmt Sat Flow, veh/h		1810		3619	199		1810					
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4	6						
Mvmt Sat Flow, veh/h			3610	0	1691	3700						
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14	16						
Mvmt Sat Flow, veh/h			1610	1610	1610	4						
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	0	5	0	0			
Lane Assignment		L (Prot)		L	L+T		L (Prot)					

HCM 6th Signalized Intersection Capacity Analysis  
9: Market St & Rivera St

Agua Mansa Industrial  
Existing WP - PM Peak Hour

Lanes in Grp	1	0	2	1	0	1	0	0
Grp Vol (v), veh/h	97	0	272	19	0	10	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1890	0	1810	0	0
Q Serve Time (g_s), s	6.3	0.0	8.8	1.1	0.0	0.4	0.0	0.0
Cycle Q Clear Time (g_c), s	6.3	0.0	8.8	1.1	0.0	0.4	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.11	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	135	0	360	141	0	690	0	0
V/C Ratio (X)	0.72	0.00	0.76	0.13	0.00	0.01	0.00	0.00
Avail Cap (c_a), veh/h	279	0	558	291	0	690	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	0.00	0.97	0.00	0.00
Uniform Delay (d1), s/veh	54.3	0.0	52.6	52.0	0.0	23.1	0.0	0.0
Incr Delay (d2), s/veh	7.1	0.0	3.3	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	61.4	0.0	55.9	52.4	0.0	23.1	0.0	0.0
1st-Term Q (Q1), veh/ln	2.9	0.0	4.0	0.5	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.1	0.0	4.2	0.6	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.52	0.00	0.28	0.05	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	6	0	0	0
Lane Assignment		T			T			
Lanes in Grp	0	2	0	0	1	0	0	0
Grp Vol (v), veh/h	0	761	0	0	468	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	1805	0	0	0
Q Serve Time (g_s), s	0.0	12.2	0.0	0.0	29.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	12.2	0.0	0.0	29.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2232	0	0	562	0	0	0
V/C Ratio (X)	0.00	0.34	0.00	0.00	0.83	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2232	0	0	730	0	0	0
Upstream Filter (I)	0.00	0.97	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.1	0.0	0.0	38.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	6.5	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.5	0.0	0.0	44.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.7	0.0	0.0	12.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	1.0	0.0	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
9: Market St & Rivera St

Agua Mansa Industrial  
Existing WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	4.9	0.0	0.0	13.7	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.37	0.00	0.00	1.15	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	16	0	0	0
Lane Assignment		R	R	R	T+R			
Lanes in Grp	0	1	1	1	1	0	0	0
Grp Vol (v), veh/h	0	261	46	89	493	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1610	1610	1899	0	0	0
Q Serve Time (g_s), s	0.0	6.6	3.2	6.5	29.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.6	3.2	6.5	29.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	11.9	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1156	160	120	591	0	0	0
V/C Ratio (X)	0.00	0.23	0.29	0.74	0.83	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1156	248	248	768	0	0	0
Upstream Filter (I)	0.00	0.97	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.7	50.1	54.4	38.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	1.0	8.6	6.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.1	51.1	63.0	44.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.1	1.3	2.6	13.4	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.3	1.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.2	1.3	2.9	14.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.24	0.27	0.26	1.21	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary




















HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Existing WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	71	0	580	504	378	0	0	1038	190
Future Volume (veh/h)	0	0	0	71	0	580	504	378	0	0	1038	190
Number				3	8	18	5	2	12	1	6	16
Initial Q, 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		
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				72	0	0	514	386	0	0	1059	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
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				97	0		556	3018	0	0	1719	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.05	0.00	0.00	0.31	0.84	0.00	0.00	0.48	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				54.9	0.0	0.0	46.2	1.5	0.0	0.0	19.7	0.0
Ln Grp LOS				D	A		D	A	A	A	B	
Approach Vol, veh/h					72			900			1059	
Approach Delay, s/veh					54.9			27.0			19.7	
Approach LOS					D			C			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	8		5	6					
Case No			4.0	11.0		2.0	7.0					
Phs Duration (G+Y+Rc), s			84.9	10.1		34.2	50.7					
Change Period (Y+Rc), s			5.5	5.0		5.0	5.5					
Max Green (Gmax), s			61.5	23.0		35.0	21.5					
Max Allow Headway (MAH), s			5.2	5.3		3.8	5.2					
Max Q Clear (g_c+I1), s			3.9	5.7		28.1	22.7					
Green Ext Time (g_e), s			2.9	0.3		1.1	0.0					
Prob of Phs Call (p_c)			1.00	0.85		1.00	1.00					
Prob of Max Out (p_x)			0.00	0.00		0.28	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt				3		5	1					
Mvmt Sat Flow, veh/h				1810		1810	0					
<b>Through Movement Data</b>												
Assigned Mvmt			2	8			6					
Mvmt Sat Flow, veh/h			3705	0			3705					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18			16					
Mvmt Sat Flow, veh/h			0	1610			1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt	0	0	3	0	5	1	0	0				
Lane Assignment			L+T		L (Prot)							



HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Existing WP - PM Peak Hour

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	72	0	514	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	3.7	0.0	26.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	3.7	0.0	26.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	45.2	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	97	0	556	0	0	0
V/C Ratio (X)	0.00	0.00	0.74	0.00	0.92	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	438	0	667	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.80	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	44.3	0.0	31.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	10.6	0.0	14.4	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	54.9	0.0	46.2	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.7	0.0	11.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	2.2	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	1.9	0.0	13.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.09	0.00	2.21	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	386	0	0	0	1059	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	1.9	0.0	0.0	0.0	20.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.9	0.0	0.0	0.0	20.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	3018	0	0	0	1719	0	0
V/C Ratio (X)	0.00	0.13	0.00	0.00	0.00	0.62	0.00	0.00
Avail Cap (c_a), veh/h	0	3018	0	0	0	1719	0	0
Upstream Filter (I)	0.00	0.80	0.00	0.00	0.00	0.74	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.4	0.0	0.0	0.0	18.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	1.2	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
Control Delay (d), s/veh	0.0	1.5	0.0	0.0	0.0	19.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	0.0	0.0	8.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Existing WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.0	0.0	8.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.64	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	86	0	0	767	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	390	0	0	767	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	24.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing WP - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↘					↕↗		↘	↕↕	
Traffic Volume (veh/h)	110	0	919	0	0	0	0	772	65	461	648	0
Future Volume (veh/h)	110	0	919	0	0	0	0	772	65	461	648	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	112	0	938				0	788	0	470	661	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	238	0	388				0	1548		491	2717	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.14	0.00	0.14				0.00	0.43	0.00	0.54	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	39.4	0.0	687.3				0.0	21.0	0.0	43.4	0.1	0.0
Ln Grp LOS	D	A	F				A	C		D	A	A
Approach Vol, veh/h		1050						788			1131	
Approach Delay, s/veh		618.2						21.0			18.1	
Approach LOS		F						C			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		30.8	46.2		18.0		77.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	39.5		13.0		71.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		25.5	17.2		15.0		2.0					
Green Ext Time (g_e), s		0.3	5.7		0.0		5.4					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing WP - PM Peak Hour

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	470	0	0	112	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	23.5	0.0	0.0	5.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	23.5	0.0	0.0	5.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	40.7	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	491	0	0	238	0	0	0	0
V/C Ratio (X)	0.96	0.00	0.00	0.47	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	514	0	0	238	0	0	0	0
Upstream Filter (I)	0.67	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	21.2	0.0	0.0	37.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	22.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.4	0.0	0.0	39.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	6.1	0.0	0.0	2.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	3.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	9.2	0.0	0.0	2.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.83	0.00	0.00	0.13	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	788	0	0	0	661	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	15.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.2	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1548	0	0	0	2717	0	0
V/C Ratio (X)	0.00	0.51	0.00	0.00	0.00	0.24	0.00	0.00
Avail Cap (c_a), veh/h	0	1548	0	0	0	2717	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.67	0.00	0.00
Uniform Delay (d1), s/veh	0.0	19.8	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.0	0.0	0.0	0.0	0.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
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Agua Mansa Industrial  
 Existing WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.4	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.43	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	938	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	388	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	2.42	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	388	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	646.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	687.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	34.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	39.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	2.85	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	137.6	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0

Intersection Summary

























HCM 6th Ctrl Delay	231.1
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Existing WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	202	433	177	73	173	75	152	767	78	116	973	144
Future Volume (veh/h)	202	433	177	73	173	75	152	767	78	116	973	144
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	210	451	184	76	180	78	158	799	81	121	1014	150
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	257	515	436	130	381	323	201	1300	132	157	1331	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.14	0.27	0.27	0.07	0.20	0.20	0.11	0.39	0.38	0.09	0.37	0.37
Unsig. Movement Delay												
Ln Grp Delay, s/veh	49.3	44.5	27.7	44.7	32.7	30.6	56.6	25.8	25.8	60.9	29.1	20.8
Ln Grp LOS	D	D	C	D	C	C	E	C	C	E	C	C
Approach Vol, veh/h		845			334			1038			1285	
Approach Delay, s/veh		42.0			34.9			30.5			31.1	
Approach LOS		D			C			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		11.8	39.4	10.5	28.4	14.0	37.2	16.8	22.1			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		7.3	30.8	7.0	26.9	9.8	28.3	15.9	18.0			
Max Allow Headway (MAH), s		3.8	5.3	3.8	4.9	3.8	5.1	3.8	4.9			
Max Q Clear (g_c+I1), s		7.9	19.4	5.7	22.4	9.7	24.2	12.1	9.5			
Green Ext Time (g_e), s		0.0	4.3	0.0	1.5	0.0	2.6	0.2	0.8			
Prob of Phs Call (p_c)		0.95	1.00	0.85	1.00	0.98	1.00	0.99	1.00			
Prob of Max Out (p_x)		1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.18			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3309		1900		3610		1900			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			335		1610		1610		1610			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Existing WP - PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	121	0	76	0	158	0	210	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	5.9	0.0	3.7	0.0	7.7	0.0	10.1	0.0
Cycle Q Clear Time (g_c), s	5.9	0.0	3.7	0.0	7.7	0.0	10.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	157	0	130	0	201	0	257	0
V/C Ratio (X)	0.77	0.00	0.59	0.00	0.79	0.00	0.82	0.00
Avail Cap (c_a), veh/h	157	0	151	0	207	0	330	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	40.2	0.0	40.5	0.0	39.0	0.0	37.5	0.0
Incr Delay (d2), s/veh	20.7	0.0	4.3	0.0	17.7	0.0	11.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	60.9	0.0	44.7	0.0	56.6	0.0	49.3	0.0
1st-Term Q (Q1), veh/ln	2.6	0.0	1.6	0.0	3.3	0.0	4.4	0.0
2nd-Term Q (Q2), veh/ln	0.9	0.0	0.2	0.0	1.0	0.0	0.8	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	3.5	0.0	1.8	0.0	4.3	0.0	5.3	0.0
%ile Storage Ratio (RQ%)	0.34	0.00	0.10	0.00	0.43	0.00	1.01	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	436	0	451	0	1014	0	180
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	17.4	0.0	20.4	0.0	22.2	0.0	7.5
Cycle Q Clear Time (g_c), s	0.0	17.4	0.0	20.4	0.0	22.2	0.0	7.5
Lane Grp Cap (c), veh/h	0	709	0	515	0	1331	0	381
V/C Ratio (X)	0.00	0.61	0.00	0.88	0.00	0.76	0.00	0.47
Avail Cap (c_a), veh/h	0	709	0	578	0	1331	0	391
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	21.9	0.0	31.4	0.0	24.9	0.0	31.8
Incr Delay (d2), s/veh	0.0	4.0	0.0	13.1	0.0	4.2	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.8	0.0	44.5	0.0	29.1	0.0	32.7
1st-Term Q (Q1), veh/ln	0.0	7.1	0.0	9.1	0.0	9.1	0.0	3.4
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	1.9	0.0	0.8	0.0	0.1

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Existing WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.8	0.0	11.0	0.0	9.9	0.0	3.5
%ile Storage Ratio (RQ%)	0.00	0.30	0.00	0.50	0.00	0.59	0.00	0.20
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	444	0	184	0	150	0	78
Grp Sat Flow (s), veh/h/ln	0	1840	0	1610	0	1610	0	1610
Q Serve Time (g_s), s	0.0	17.4	0.0	8.5	0.0	5.8	0.0	3.7
Cycle Q Clear Time (g_c), s	0.0	17.4	0.0	8.5	0.0	5.8	0.0	3.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.18	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	723	0	436	0	594	0	323
V/C Ratio (X)	0.00	0.61	0.00	0.42	0.00	0.25	0.00	0.24
Avail Cap (c_a), veh/h	0	723	0	490	0	594	0	331
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	21.9	0.0	27.0	0.0	19.8	0.0	30.2
Incr Delay (d2), s/veh	0.0	3.9	0.0	0.6	0.0	1.0	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.8	0.0	27.7	0.0	20.8	0.0	30.6
1st-Term Q (Q1), veh/ln	0.0	7.2	0.0	3.2	0.0	2.1	0.0	1.4
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.1	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.0	0.0	3.3	0.0	2.3	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.31	0.00	0.15	0.00	0.29	0.00	0.36
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	33.9
HCM 6th LOS	C



Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	112	66	738	403	30
Future Vol, veh/h	29	112	66	738	403	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	0	0	160	-	-	-
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	31	118	69	777	424	32

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	967	228	456	0	-	0
Stage 1	440	-	-	-	-	-
Stage 2	527	-	-	-	-	-
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	255	781	1115	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	239	781	1115	-	-	-
Mov Cap-2 Maneuver	370	-	-	-	-	-
Stage 1	583	-	-	-	-	-
Stage 2	562	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1115	-	370	781	-	-
HCM Lane V/C Ratio	0.062	-	0.083	0.151	-	-
HCM Control Delay (s)	8.4	-	15.6	10.4	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	0.5	-	-

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Existing WP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	3	68	27	3	136	47	632	12	36	476	3
Future Volume (veh/h)	36	3	68	27	3	136	47	632	12	36	476	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	41	3	78	31	3	156	54	726	14	41	547	3
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	54	7	189	47	4	186	71	2502	48	54	2508	14
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.12	0.12	0.03	0.12	0.11	0.04	0.69	0.69	0.03	0.68	0.69
Unsig. Movement Delay												
Ln Grp Delay, s/veh	82.2	0.0	54.4	77.5	0.0	65.7	77.4	8.4	8.3	82.2	8.2	8.1
Ln Grp LOS	F	A	D	E	A	E	E	A	A	F	A	A
Approach Vol, veh/h		122			190			794			591	
Approach Delay, s/veh		63.8			67.6			13.1			13.3	
Approach LOS		E			E			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		7.4	95.1	6.9	20.7	8.6	93.9	7.4	20.2			
Change Period (Y+Rc), s		3.5	5.3	3.5	4.9	3.5	5.3	3.5	4.9			
Max Green (Gmax), s		21.5	39.7	21.5	30.1	21.5	39.7	21.5	30.1			
Max Allow Headway (MAH), s		3.8	5.2	3.8	5.6	3.8	5.2	3.8	5.6			
Max Q Clear (g_c+I1), s		4.9	12.1	4.2	8.0	5.8	9.2	4.9	14.5			
Green Ext Time (g_e), s		0.1	5.0	0.0	0.4	0.1	3.6	0.1	0.8			
Prob of Phs Call (p_c)		0.77	1.00	0.67	1.00	0.86	1.00	0.77	1.00			
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3623		60		3681		30			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			70		1559		20		1584			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Existing WP - PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	41	0	31	0	54	0	41	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	2.9	0.0	2.2	0.0	3.8	0.0	2.9	0.0
Cycle Q Clear Time (g_c), s	2.9	0.0	2.2	0.0	3.8	0.0	2.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	54	0	47	0	71	0	54	0
V/C Ratio (X)	0.76	0.00	0.66	0.00	0.76	0.00	0.76	0.00
Avail Cap (c_a), veh/h	299	0	299	0	299	0	299	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	62.6	0.0	62.8	0.0	61.9	0.0	62.6	0.0
Incr Delay (d2), s/veh	19.6	0.0	14.8	0.0	15.5	0.0	19.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	82.2	0.0	77.5	0.0	77.4	0.0	82.2	0.0
1st-Term Q (Q1), veh/ln	1.3	0.0	1.0	0.0	1.8	0.0	1.3	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.2	0.0	0.3	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.0	1.2	0.0	2.1	0.0	1.6	0.0
%ile Storage Ratio (RQ%)	0.28	0.00	0.21	0.00	0.36	0.00	0.29	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment	T				T			
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	362	0	0	0	268	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	10.1	0.0	0.0	0.0	7.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.1	0.0	0.0	0.0	7.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1246	0	0	0	1230	0	0
V/C Ratio (X)	0.00	0.29	0.00	0.00	0.00	0.22	0.00	0.00
Avail Cap (c_a), veh/h	0	1246	0	0	0	1230	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.8	0.0	0.0	0.0	7.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.4	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
Control Delay (d), s/veh	0.0	8.4	0.0	0.0	0.0	8.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.7	0.0	0.0	0.0	2.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Existing WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.0	0.0	0.0	0.0	2.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.23	0.00	0.00	0.00	0.08	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data













Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	378	0	81	0	282	0	159
Grp Sat Flow (s), veh/h/ln	0	1887	0	1619	0	1896	0	1615
Q Serve Time (g_s), s	0.0	10.1	0.0	6.0	0.0	7.2	0.0	12.5
Cycle Q Clear Time (g_c), s	0.0	10.1	0.0	6.0	0.0	7.2	0.0	12.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.04	0.00	0.96	0.00	0.01	0.00	0.98
Lane Grp Cap (c), veh/h	0	1303	0	197	0	1292	0	190
V/C Ratio (X)	0.00	0.29	0.00	0.41	0.00	0.22	0.00	0.84
Avail Cap (c_a), veh/h	0	1303	0	375	0	1292	0	374
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	7.8	0.0	53.0	0.0	7.8	0.0	56.4
Incr Delay (d2), s/veh	0.0	0.6	0.0	1.4	0.0	0.4	0.0	9.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.3	0.0	54.4	0.0	8.1	0.0	65.7
1st-Term Q (Q1), veh/ln	0.0	3.9	0.0	2.5	0.0	2.9	0.0	5.1
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.1	0.0	2.5	0.0	3.0	0.0	5.6
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.14	0.00	0.09	0.00	0.37
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Existing WP - PM Peak Hour

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			 						
Traffic Volume (veh/h)	30	27	649	61	20	539			
Future Volume (veh/h)	30	27	649	61	20	539			
Number	3	18	2	12	1	6			
Initial Q, 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			
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	32	29	690	65	21	573			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes				Yes				
Cap, veh/h	99	88	2112	199	383	1669			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.05	0.05	0.63	0.63	0.21	0.88			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	56.4	56.7	10.9	11.0	37.8	1.4			
Ln Grp LOS	E	E	B	B	D	A			
Approach Vol, veh/h	61		755			594			
Approach Delay, s/veh	56.6		10.9			2.7			
Approach LOS	E		B			A			
Timer:		1	2	3	4	5	6	7	8
Assigned Phs		2	1	8			6		
Case No		8.0	2.0	9.0			4.0		
Phs Duration (G+Y+Rc), s		80.0	29.4	10.6			109.4		
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5		
Max Green (Gmax), s		75.5	11.5	19.5			91.5		
Max Allow Headway (MAH), s		5.3	3.8	3.9			5.2		
Max Q Clear (g_c+I1), s		13.5	3.1	4.1			8.3		
Green Ext Time (g_e), s		5.6	0.0	0.1			4.5		
Prob of Phs Call (p_c)		1.00	0.50	0.87			1.00		
Prob of Max Out (p_x)		0.00	0.00	0.00			0.00		
Left-Turn Movement Data									
Assigned Mvmt		5	1	3					
Mvmt Sat Flow, veh/h		0	1810	1810					
Through Movement Data									
Assigned Mvmt		2		8			6		
Mvmt Sat Flow, veh/h		3430		0			1900		
Right-Turn Movement Data									
Assigned Mvmt		12		18			16		
Mvmt Sat Flow, veh/h		314		1610			0		
Left Lane Group Data									
Assigned Mvmt		5	1	3	0	0	0	0	0
Lane Assignment		L (Prot)		L					

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Existing WP - PM Peak Hour

Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	21	32	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	1810	0	0	0	0	0
Q Serve Time (g_s), s	0.0	1.1	2.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.1	2.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	76.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	383	99	0	0	0	0	0
V/C Ratio (X)	0.00	0.05	0.32	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	383	302	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	37.7	54.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	1.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.8	56.4	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.9	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.07	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	8	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	1	0	0
Grp Vol (v), veh/h	373	0	0	0	0	573	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	11.5	0.0	0.0	0.0	0.0	6.3	0.0	0.0
Cycle Q Clear Time (g_c), s	11.5	0.0	0.0	0.0	0.0	6.3	0.0	0.0
Lane Grp Cap (c), veh/h	1143	0	0	0	0	1669	0	0
V/C Ratio (X)	0.33	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	1143	0	0	0	0	1669	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	10.2	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	10.9	0.0	0.0	0.0	0.0	1.4	0.0	0.0
1st-Term Q (Q1), veh/ln	4.4	0.0	0.0	0.0	0.0	1.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0

**HCM 6th Signalized Intersection Capacity Analysis**  
**15: Agua Mansa Rd & Transfer Station Driveway**

**Agua Mansa Industrial**  
 Existing WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	4.6	0.0	0.0	0.0	0.0	1.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.14	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Right Lane Group Data**

Assigned Mvmt	12	0	18	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	382	0	29	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1844	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	11.5	0.0	2.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	11.5	0.0	2.1	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.17	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	1168	0	88	0	0	0	0	0
V/C Ratio (X)	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1168	0	268	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	10.2	0.0	54.6	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	2.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.0	0.0	56.7	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	4.5	0.0	0.8	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	4.8	0.0	0.9	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.15	0.00	0.06	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Intersection Summary**

HCM 6th Ctrl Delay	9.4
HCM 6th LOS	A

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑		↑	
Traffic Vol, veh/h	3	44	97	22	18	8
Future Vol, veh/h	3	44	97	22	18	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	44	97	22	18	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	119	0	-	0	136 108
Stage 1	-	-	-	-	108 -
Stage 2	-	-	-	-	28 -
Critical Hdwy	4.1	-	-	-	6.6 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1482	-	-	-	856 951
Stage 1	-	-	-	-	921 -
Stage 2	-	-	-	-	997 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1482	-	-	-	854 951
Mov Cap-2 Maneuver	-	-	-	-	854 -
Stage 1	-	-	-	-	919 -
Stage 2	-	-	-	-	997 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1482	-	-	-	882
HCM Lane V/C Ratio	0.002	-	-	-	0.029
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	2	60	114	9	20	5
Future Vol, veh/h	2	60	114	9	20	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	60	114	9	20	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	123	0	-	0	153 62
Stage 1	-	-	-	-	119 -
Stage 2	-	-	-	-	34 -
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	1477	-	-	-	829 996
Stage 1	-	-	-	-	899 -
Stage 2	-	-	-	-	990 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1477	-	-	-	828 996
Mov Cap-2 Maneuver	-	-	-	-	828 -
Stage 1	-	-	-	-	898 -
Stage 2	-	-	-	-	990 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1477	-	-	-	857
HCM Lane V/C Ratio	0.001	-	-	-	0.029
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	
Traffic Vol, veh/h	8	68	4	3	80	11	32	15	8	53	80	11
Future Vol, veh/h	8	68	4	3	80	11	32	15	8	53	80	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	74	4	3	87	12	35	16	9	58	87	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	99	0	0	78	0	0	187	199	39	162	195	50
Stage 1	-	-	-	-	-	-	94	94	-	99	99	-
Stage 2	-	-	-	-	-	-	93	105	-	63	96	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1507	-	-	1533	-	-	762	700	1031	793	704	1014
Stage 1	-	-	-	-	-	-	908	821	-	902	817	-
Stage 2	-	-	-	-	-	-	909	812	-	946	819	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1507	-	-	1533	-	-	677	694	1031	768	698	1014
Mov Cap-2 Maneuver	-	-	-	-	-	-	677	694	-	768	698	-
Stage 1	-	-	-	-	-	-	903	816	-	897	815	-
Stage 2	-	-	-	-	-	-	801	810	-	914	814	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.2	10.2	11.2
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	677	783	1507	-	-	1533	-	-	740
HCM Lane V/C Ratio	0.051	0.032	0.006	-	-	0.002	-	-	0.212
HCM Control Delay (s)	10.6	9.7	7.4	0	-	7.4	0	-	11.2
HCM Lane LOS	B	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0	-	-	0.8

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	141	77	19	0	7
Future Vol, veh/h	0	141	77	19	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	141	77	19	0	7

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	- 48
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	- 6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	- 3.3
Pot Cap-1 Maneuver	0	-	-	-	0 1017
Stage 1	0	-	-	-	0 -
Stage 2	0	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	- 1017
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	1017
HCM Lane V/C Ratio	-	-	-	0.007
HCM Control Delay (s)	-	-	-	8.6
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Project Completion (2022) NP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	65	24	370	66	366	31	220	228	544	592	17
Future Volume (veh/h)	36	65	24	370	66	366	31	220	228	544	592	17
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	71	26	402	72	0	34	239	248	591	643	18
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	143	105	39	235	42		100	1389	619	362	1911	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.08	0.08	0.15	0.15	0.00	0.06	0.38	0.38	0.20	0.53	0.53
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.2	0.0	61.5	387.5	0.0	0.0	58.8	25.6	29.9	347.2	17.3	14.1
Ln Grp LOS	E	A	E	F	A		E	C	C	F	B	B
Approach Vol, veh/h		136			474			521			1252	
Approach Delay, s/veh		59.7			387.5			29.8			173.0	
Approach LOS		E			F			C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	3.0	10.0	11.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		30.0	55.1	14.9	25.0	11.9	73.2					
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7					
Max Green (Gmax), s		25.0	38.0	20.0	19.0	20.0	* 44					
Max Allow Headway (MAH), s		3.8	4.6	4.9	5.3	3.8	5.2					
Max Q Clear (g_c+I1), s		27.0	16.0	8.5	21.0	4.3	14.8					
Green Ext Time (g_e), s		0.0	2.4	0.4	0.0	0.0	4.9					
Prob of Phs Call (p_c)		1.00	1.00	0.99	1.00	0.69	1.00					
Prob of Max Out (p_x)		1.00	0.00	0.01	1.00	0.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		1810	1546	1810						
Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3610	1327	277		3610					
Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			1610	486	1610		1610					
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L	L+T	L (Prot)						

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Project Completion (2022) NP - AM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	591	0	39	474	34	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1823	1810	0	0	0
Q Serve Time (g_s), s	25.0	0.0	2.5	19.0	2.3	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	25.0	0.0	2.5	19.0	2.3	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.85	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	362	0	143	277	100	0	0	0
V/C Ratio (X)	1.63	0.00	0.27	1.71	0.34	0.00	0.00	0.00
Avail Cap (c_a), veh/h	362	0	290	277	290	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.96	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	50.0	0.0	54.1	53.2	56.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	297.2	0.0	1.0	334.3	2.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	347.2	0.0	55.2	387.5	58.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	11.2	0.0	1.2	8.7	1.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	29.9	0.0	0.0	25.7	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	41.1	0.0	1.2	34.4	1.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	5.14	0.00	0.27	1.97	0.30	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	57.3	0.0	0.0	49.2	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	239	0	0	0	643	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	5.5	0.0	0.0	0.0	12.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.5	0.0	0.0	0.0	12.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1389	0	0	0	1911	0	0
V/C Ratio (X)	0.00	0.17	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	1389	0	0	0	1911	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	25.3	0.0	0.0	0.0	16.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.5	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
Control Delay (d), s/veh	0.0	25.6	0.0	0.0	0.0	17.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.4	0.0	0.0	0.0	5.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

## 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
Project Completion (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.4	0.0	0.0	0.0	5.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.16	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	T+R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	248	97	0	0	18	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1813	1610	0	1610	0	0
Q Serve Time (g_s), s	0.0	14.0	6.5	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.0	6.5	0.0	0.0	0.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.27	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	619	144	245	0	852	0	0
V/C Ratio (X)	0.00	0.40	0.67	0.00	0.00	0.02	0.00	0.00
Avail Cap (c_a), veh/h	0	619	290	245	0	852	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	28.0	56.0	0.0	0.0	14.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	5.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.9	61.5	0.0	0.0	14.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.4	3.0	0.0	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.8	3.2	0.0	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.93	0.15	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	177.9
HCM 6th LOS	F





















### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 6th Signalized Intersection Capacity Analysis

## 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Project Completion (2022) NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	13	17	39	15	5	14	500	21	8	764	21
Future Volume (veh/h)	15	13	17	39	15	5	14	500	21	8	764	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	16	21	48	18	6	17	610	26	10	932	26
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	88	48	47	148	35	10	90	2490	106	90	2531	71
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.07	0.08	0.06	0.07	0.08	0.05	0.71	0.71	0.05	0.71	0.70
Unsig. Movement Delay												
Ln Grp Delay, s/veh	36.7	0.0	0.0	37.5	0.0	0.0	37.3	4.6	4.6	36.8	5.5	5.5
Ln Grp LOS	D	A	A	D	A	A	D	A	A	D	A	A
Approach Vol, veh/h		55			72			653			968	
Approach Delay, s/veh		36.7			37.5			5.4			5.8	
Approach LOS		D			D			A			A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4	5	6		8			
Case No		2.0	4.0		8.0	2.0	4.0		8.0			
Phs Duration (G+Y+Rc), s		7.7	62.5		9.8	7.7	62.5		9.8			
Change Period (Y+Rc), s		3.7	6.0		* 4.2	3.7	6.0		* 4.2			
Max Green (Gmax), s		16.3	34.0		* 16	16.3	34.0		* 16			
Max Allow Headway (MAH), s		3.8	5.2		5.4	3.8	5.2		5.3			
Max Q Clear (g_c+I1), s		2.4	6.9		4.3	2.7	10.3		5.2			
Green Ext Time (g_e), s		0.0	4.2		0.1	0.0	6.7		0.2			
Prob of Phs Call (p_c)		1.00	1.00		0.94	1.00	1.00		0.94			
Prob of Max Out (p_x)		0.00	0.00		0.01	0.00	0.00		0.02			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1			7	5			3			
Mvmt Sat Flow, veh/h		1810			403	1810			1034			
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3528		675		3587		489			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			150		666		100		138			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	0	7	5	0	0	3			
Lane Assignment		L (Prot)			L+T+R	L (Prot)			L+T+R			

HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Project Completion (2022) NP - AM Peak Hour

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	10	0	0	55	17	0	0	72
Grp Sat Flow (s), veh/h/ln	1810	0	0	1744	1810	0	0	1661
Q Serve Time (g_s), s	0.4	0.0	0.0	0.0	0.7	0.0	0.0	0.9
Cycle Q Clear Time (g_c), s	0.4	0.0	0.0	2.3	0.7	0.0	0.0	3.2
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1409	0	0	0	1393
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1869	0	0	0	1839
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	5.1	0.0	0.0	0.0	5.1
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	2.8
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Time to First Blk (g_f), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.3
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.33	1.00	0.00	0.00	0.67
Lane Grp Cap (c), veh/h	90	0	0	172	90	0	0	182
V/C Ratio (X)	0.11	0.00	0.00	0.32	0.19	0.00	0.00	0.40
Avail Cap (c_a), veh/h	369	0	0	376	369	0	0	374
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.91	0.00	0.00	1.00
Uniform Delay (d1), s/veh	36.3	0.0	0.0	35.6	36.4	0.0	0.0	36.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.1	0.9	0.0	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	36.8	0.0	0.0	36.7	37.3	0.0	0.0	37.5
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	1.0	0.3	0.0	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.0	1.1	0.3	0.0	0.0	1.4
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.12	0.06	0.00	0.00	0.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	312	0	0	0	469	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	4.9	0.0	0.0	0.0	8.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.9	0.0	0.0	0.0	8.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1274	0	0	0	1274	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.00	0.00	0.37	0.00	0.00
Avail Cap (c_a), veh/h	0	1274	0	0	0	1274	0	0
Upstream Filter (I)	0.00	0.91	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.2	0.0	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.6	0.0	0.0	0.0	5.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	0.0	0.0	2.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.0



## HCM 6th Signalized Intersection Capacity Analysis 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Project Completion (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	0.0	0.0	2.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	324	0	0	0	489	0	0
Grp Sat Flow (s), veh/h/ln	0	1873	0	0	0	1882	0	0
Q Serve Time (g_s), s	0.0	4.9	0.0	0.0	0.0	8.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.9	0.0	0.0	0.0	8.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	0.38	0.00	0.05	0.00	0.08
Lane Grp Cap (c), veh/h	0	1322	0	0	0	1328	0	0
V/C Ratio (X)	0.00	0.25	0.00	0.00	0.00	0.37	0.00	0.00
Avail Cap (c_a), veh/h	0	1322	0	0	0	1328	0	0
Upstream Filter (I)	0.00	0.91	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.2	0.0	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.6	0.0	0.0	0.0	5.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	0.0	0.0	2.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.6	0.0	0.0	0.0	2.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary





















HCM 6th Ctrl Delay	8.0
HCM 6th LOS	A

### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Project Completion (2022) NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	195	357	112	68	71	559	0	0	903	18
Future Volume (veh/h)	24	0	195	357	112	68	71	559	0	0	903	18
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	26	0	210	384	120	73	76	601	0	0	971	19
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
Opposing Right Turn Influence	Yes			Yes			Yes			No		
Cap, veh/h	692	0	752	492	127	77	185	1346	0	0	1350	26
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.47	0.00	0.47	0.46	0.47	0.47	0.37	0.37	0.00	0.00	0.37	0.37
Unsig. Movement Delay												
Ln Grp Delay, s/veh	10.2	0.0	11.5	26.5	0.0	0.0	36.2	17.6	0.0	0.0	22.5	22.4
Ln Grp LOS	B	A	B	C	A	A	D	B	A	A	C	C
Approach Vol, veh/h		236			577			677			990	
Approach Delay, s/veh		11.3			26.5			19.7			22.4	
Approach LOS		B			C			B			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4		6		8			
Case No			6.0		8.0		8.0		7.0			
Phs Duration (G+Y+Rc), s			31.5		38.5		31.5		38.5			
Change Period (Y+Rc), s			5.4		5.8		5.4		5.8			
Max Green (Gmax), s			24.6		34.2		24.6		34.2			
Max Allow Headway (MAH), s			6.0		4.6		5.7		3.2			
Max Q Clear (g_c+I1), s			27.2		32.0		18.1		7.6			
Green Ext Time (g_e), s			0.0		0.7		3.7		0.5			
Prob of Phs Call (p_c)			1.00		1.00		1.00		1.00			
Prob of Max Out (p_x)			1.00		1.00		0.93		0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5		7		1		3			
Mvmt Sat Flow, veh/h			578		869		0		1260			
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3705		272		3716		0			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			0		165		71		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		0	5	0	7	0	1	0	3			
Lane Assignment			L		L+T+R				L+T			

**HCM 6th Signalized Intersection Capacity Analysis**  
**3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp**

**Agua Mansa Industrial**  
 Project Completion (2022) NP - AM Peak Hour

Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	76	0	577	0	0	0	26
Grp Sat Flow (s), veh/h/ln	0	578	0	1306	0	0	0	1260
Q Serve Time (g_s), s	0.0	9.1	0.0	29.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.2	0.0	30.0	0.0	0.0	0.0	0.8
Perm LT Sat Flow (s_l), veh/h/ln	0	578	0	1190	0	0	0	1209
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1265
Perm LT Eff Green (g_p), s	0.0	26.1	0.0	32.2	0.0	0.0	0.0	32.7
Perm LT Serve Time (g_u), s	0.0	10.0	0.0	31.4	0.0	0.0	0.0	2.7
Perm LT Q Serve Time (g_ps), s	0.0	9.1	0.0	29.2	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	26.1	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.67	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	185	0	686	0	0	0	692
V/C Ratio (X)	0.00	0.41	0.00	0.84	0.00	0.00	0.00	0.04
Avail Cap (c_a), veh/h	0	185	0	715	0	0	0	717
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	29.6	0.0	18.5	0.0	0.0	0.0	10.1
Incr Delay (d2), s/veh	0.0	6.6	0.0	8.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.2	0.0	26.5	0.0	0.0	0.0	10.2
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	8.0	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	1.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	9.6	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.48	0.00	0.42	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	601	0	0	0	484	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	8.8	0.0	0.0	0.0	16.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.8	0.0	0.0	0.0	16.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1346	0	0	0	673	0	0
V/C Ratio (X)	0.00	0.45	0.00	0.00	0.00	0.72	0.00	0.00
Avail Cap (c_a), veh/h	0	1346	0	0	0	673	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.95	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.5	0.0	0.0	0.0	18.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	3.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.6	0.0	0.0	0.0	22.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.4	0.0	0.0	0.0	6.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.7	0.0	0.0

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Project Completion (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.6	0.0	0.0	0.0	6.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.65	0.00	0.00	0.00	0.11	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

#### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						T+R		R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	506	0	210
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1887	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	16.1	0.0	5.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	16.1	0.0	5.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.13	0.00	0.04	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	703	0	752
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.28
Avail Cap (c_a), veh/h	0	0	0	0	0	703	0	787
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.95	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	18.8	0.0	11.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	22.4	0.0	11.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	6.5	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	7.1	0.0	1.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

#### Intersection Summary

HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/ Frontage Rd (2022) NP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	368	11	228	11	0	4	0	632	550	180	642	0
Future Volume (veh/h)	368	11	228	11	0	4	0	632	550	180	642	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	383	11	238	11	0	4	0	658	573	188	669	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	284	22	0	0	0	459	396	213	1468	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
Prop Arrive On Green	0.17	0.18	0.18	0.01	0.00	0.00	0.00	0.25	0.25	0.12	0.41	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	174.4	0.0	65.9	74.7	0.0	0.0	0.0	259.6	267.5	65.4	31.3	0.0
Ln Grp LOS	F	A	E	E	A	A	A	F	F	E	C	A
Approach Vol, veh/h		632			11			1231			857	
Approach Delay, s/veh		0.0			74.7			263.3			38.8	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	21.9	30.5	7.1		62.3					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.4	2.8	4.8	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	16.3	22.0	2.8		20.9					
Green Ext Time (g_e), s		0.0	0.2	2.7	0.0		3.4					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.35		1.00					
Prob of Max Out (p_x)		1.00	0.00	0.14	0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
Through Movement Data												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		1932		0			3705					
Right-Turn Movement Data												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		1583		1610			0					
Left Lane Group Data												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

## 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/ Frontage Rd (2022) NP - AM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	188	394	11	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	14.3	0.0	0.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.3	0.0	0.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1435	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.97	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	213	0	22	0	0	0	0
V/C Ratio (X)	0.00	0.88	0.00	0.49	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	60.8	174.4	68.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.6	0.0	6.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	65.4	174.4	74.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.6	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.9	0.0	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.49	0.00	0.01	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	646	0	0	0	0	669	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	18.9	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	18.9	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1468	0	0
V/C Ratio (X)	1.43	0.00	0.00	0.00	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	30.3	0.0	0.0
Incr Delay (d2), s/veh	207.1	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	259.6	0.0	0.0	0.0	0.0	31.3	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	8.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	26.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/ Frontage Rd (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	41.8	0.0	0.0	0.0	0.0	8.5	0.0	0.0
%ile Storage Ratio (RQ%)	1.90	0.00	0.00	0.00	0.00	0.80	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	48.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## Right Lane Group Data

Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	585	0	238	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1615	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.98	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	404	0	284	0	0	0	0	0
V/C Ratio (X)	1.45	0.00	0.84	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	404	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	55.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	215.0	0.0	10.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	267.5	0.0	65.9	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	14.1	0.0	8.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	24.1	0.0	0.8	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	38.3	0.0	8.9	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.74	0.00	8.94	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	45.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## Intersection Summary




















HCM 6th Ctrl Delay	131.2
HCM 6th LOS	F

## Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	272	558	6	3	424	202	6	1	3	172	1	372
Future Volume (veh/h)	272	558	6	3	424	202	6	1	3	172	1	372
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	292	600	6	3	456	217	6	1	3	185	1	400
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	327	1824	18	6	1158	517	223	43	93	212	5	382
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.18	0.50	0.49	0.00	0.32	0.32	0.36	0.36	0.36	0.36	0.36	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.0	18.3	18.3	118.1	32.7	34.5	25.0	0.0	0.0	73.9	0.0	0.0
Ln Grp LOS	D	B	B	F	C	C	C	A	A	E	A	A
Approach Vol, veh/h		898			676			10			586	
Approach Delay, s/veh		28.9			33.6			25.0			73.9	
Approach LOS		C			C			C			E	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6	7	8			
Case No			8.0	2.0	4.0		8.0	2.0	3.0			
Phs Duration (G+Y+Rc), s			49.1	4.6	66.3		49.1	25.9	45.0			
Change Period (Y+Rc), s			* 5.9	* 4.2	6.5		5.9	* 4.2	6.5			
Max Green (Gmax), s			* 30	* 16	58.5		29.1	* 36	38.5			
Max Allow Headway (MAH), s			6.0	3.8	5.2		5.5	3.8	4.8			
Max Q Clear (g_c+I1), s			2.4	2.2	13.8		44.7	20.9	14.7			
Green Ext Time (g_e), s			0.0	0.0	4.2		0.0	0.7	3.9			
Prob of Phs Call (p_c)			1.00	0.10	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00	0.00	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5	3			1	7				
Mvmt Sat Flow, veh/h			485	1810			479	1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			120		3662		14		3610			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			259		37		1061		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		0	5	3	0	0	1	7	0			
Lane Assignment			L+T+R	L (Prot)			L+T+R	L (Prot)				



HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) NP - AM Peak Hour

Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	10	3	0	0	586	292	0
Grp Sat Flow (s), veh/h/ln	0	865	1810	0	0	1554	1810	0
Q Serve Time (g_s), s	0.0	0.0	0.2	0.0	0.0	41.8	18.9	0.0
Cycle Q Clear Time (g_c), s	0.0	0.4	0.2	0.0	0.0	42.7	18.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	999	0	0	0	1435	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	835	0	0	0	1870	0	0
Perm LT Eff Green (g_p), s	0.0	42.7	0.0	0.0	0.0	42.7	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	42.3	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	41.8	0.0	0.0
Time to First Blk (g_f), s	0.0	1.3	0.0	0.0	0.0	0.9	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.4	0.0	0.0	0.0	0.9	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.60	1.00	0.00	0.00	0.32	1.00	0.00
Lane Grp Cap (c), veh/h	0	356	6	0	0	593	327	0
V/C Ratio (X)	0.00	0.03	0.52	0.00	0.00	0.99	0.89	0.00
Avail Cap (c_a), veh/h	0	356	238	0	0	593	540	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.24	0.00
Uniform Delay (d1), s/veh	0.0	24.8	59.7	0.0	0.0	39.6	48.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	58.3	0.0	0.0	34.3	2.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.0	118.1	0.0	0.0	73.9	51.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.2	0.1	0.0	0.0	17.6	8.5	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	5.6	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.2	0.0	0.0	23.3	8.8	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.09	0.00	0.00	0.73	2.19	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	2
Grp Vol (v), veh/h	0	0	0	296	0	0	0	456
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	11.8	0.0	0.0	0.0	11.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	11.8	0.0	0.0	0.0	11.8
Lane Grp Cap (c), veh/h	0	0	0	899	0	0	0	1158
V/C Ratio (X)	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.39
Avail Cap (c_a), veh/h	0	0	0	899	0	0	0	1158
Upstream Filter (I)	0.00	0.00	0.00	0.24	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	18.1	0.0	0.0	0.0	31.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	18.3	0.0	0.0	0.0	32.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.9	0.0	0.0	0.0	5.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.2

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.0	0.0	0.0	0.0	5.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.82
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	310	0	0	0	217
Grp Sat Flow (s), veh/h/ln	0	0	0	1893	0	0	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	11.8	0.0	0.0	0.0	12.7
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	11.8	0.0	0.0	0.0	12.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.30	0.00	0.02	0.00	0.68	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	943	0	0	0	517
V/C Ratio (X)	0.00	0.00	0.00	0.33	0.00	0.00	0.00	0.42
Avail Cap (c_a), veh/h	0	0	0	943	0	0	0	517
Upstream Filter (I)	0.00	0.00	0.00	0.24	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	18.1	0.0	0.0	0.0	32.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	18.3	0.0	0.0	0.0	34.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.1	0.0	0.0	0.0	4.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.2	0.0	0.0	0.0	5.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.30	0.00	0.00	0.00	2.95
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	195	3	24	30	0	19
Future Vol, veh/h	195	3	24	30	0	19
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	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	250	4	31	38	0	24






















Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	254	0	- 252
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	- 6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	- 3.3
Pot Cap-1 Maneuver	-	-	1323	-	0 792
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1323	-	- 792
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	792	-	-	1323	-
HCM Lane V/C Ratio	0.031	-	-	0.023	-
HCM Control Delay (s)	9.7	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Project Completion (2022) NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	30	181	113	12	26	39	672	157	28	713	3
Future Volume (veh/h)	2	30	181	113	12	26	39	672	157	28	713	3
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	31	189	118	12	27	41	700	164	29	743	3
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	15	238	215	147	42	95	53	926	217	43	1171	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.13	0.13	0.08	0.08	0.08	0.03	0.62	0.62	0.02	0.62	0.62
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.6	0.0	72.5	75.2	0.0	63.9	89.9	0.0	24.3	87.0	20.2	10.7
Ln Grp LOS	E	A	E	E	A	E	F	A	C	F	C	B
Approach Vol, veh/h		222			157			905			775	
Approach Delay, s/veh		70.0			72.4			27.3			22.6	
Approach LOS		E			E			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	4.0	11.0	10.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		7.4	96.7	24.1	16.8	8.3	95.9					
Change Period (Y+Rc), s		4.0	6.5	4.7	5.0	4.0	6.5					
Max Green (Gmax), s		16.0	38.5	35.3	35.0	16.0	38.5					
Max Allow Headway (MAH), s		3.8	5.3	4.2	4.2	3.8	5.2					
Max Q Clear (g_c+I1), s		4.3	50.7	18.7	11.3	5.3	37.7					
Green Ext Time (g_e), s		0.0	0.0	0.7	0.5	0.0	0.4					
Prob of Phs Call (p_c)		0.69	1.00	1.00	1.00	0.81	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		115	1810	1810						
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			1488	1779	520		1900					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			349	1610	1170		1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L+T	L	L (Prot)						

HCM 6th Signalized Intersection Capacity Analysis  
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Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	29	0	33	118	41	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1894	1810	1810	0	0	0
Q Serve Time (g_s), s	2.3	0.0	2.2	9.3	3.3	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.3	0.0	2.2	9.3	3.3	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1810	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.06	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	43	0	253	147	53	0	0	0
V/C Ratio (X)	0.67	0.00	0.13	0.80	0.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	200	0	461	437	200	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	70.2	0.0	55.4	65.5	69.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	16.8	0.0	0.2	9.7	20.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	87.0	0.0	55.6	75.2	89.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.1	0.0	1.1	4.3	1.5	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.4	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.3	0.0	1.1	4.7	1.8	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	0.43	0.31	0.32	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment	T							
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	743	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	35.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	35.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1171	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1171	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	17.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	2.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	20.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	15.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	16.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data
























Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	864	189	39	0	3	0	0
Grp Sat Flow (s), veh/h/ln	0	1837	1610	1689	0	1610	0	0
Q Serve Time (g_s), s	0.0	48.7	16.7	3.2	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	48.7	16.7	3.2	0.0	0.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.19	1.00	0.69	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1143	215	137	0	992	0	0
V/C Ratio (X)	0.00	0.76	0.88	0.28	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1143	392	408	0	992	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	19.6	61.6	62.8	0.0	10.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.7	10.9	1.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.3	72.5	63.9	0.0	10.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	20.2	6.9	1.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.5	0.6	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	21.7	7.5	1.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	2.93	0.07	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

HCM 6th Signalized Intersection Capacity Analysis  
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	9	308	0	36	38	783	278	51	887	3
Future Volume (veh/h)	0	0	9	308	0	36	38	783	278	51	887	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	9	318	0	37	39	807	287	53	914	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	0	40	34	440	0	196	858	2152	1156	151	759	2
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
Prop Arrive On Green	0.00	0.00	0.02	0.12	0.00	0.12	0.95	1.00	1.00	0.08	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	47.4	40.3	0.0	36.0	1.3	0.5	0.5	40.3	150.8	149.8
Ln Grp LOS	A	A	D	D	A	D	A	A	A	D	F	F
Approach Vol, veh/h		9			355			1133			970	
Approach Delay, s/veh		47.4			39.9			0.5			144.3	
Approach LOS		D			D			A			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	6	5					
Case No		2.0	3.0	9.0	11.0	4.0	2.0					
Phs Duration (G+Y+Rc), s		11.5	57.7	14.9	5.9	22.5	46.7					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	18.0	18.0	18.0	18.0	18.0					
Max Allow Headway (MAH), s		3.8	4.9	3.8	4.0	5.2	3.8					
Max Q Clear (g_c+I1), s		4.5	2.0	9.6	2.5	20.5	2.1					
Green Ext Time (g_e), s		0.1	6.1	0.8	0.0	0.0	0.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.20	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.06	0.00	1.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7		5					
Mvmt Sat Flow, veh/h		1810		3619	0		1810					
Through Movement Data												
Assigned Mvmt			2	8	4	6						
Mvmt Sat Flow, veh/h			3610	0	1900	3691						
Right-Turn Movement Data												
Assigned Mvmt			12	18	14	16						
Mvmt Sat Flow, veh/h			1610	1610	1610	12						
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	0	5	0	0			
Lane Assignment		L (Prot)		L			L (Prot)					

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Lanes in Grp	1	0	2	0	0	1	0	0
Grp Vol (v), veh/h	53	0	318	0	0	39	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	0	1810	0	0
Q Serve Time (g_s), s	2.5	0.0	7.6	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	2.5	0.0	7.6	0.0	0.0	0.1	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	151	0	440	0	0	858	0	0
V/C Ratio (X)	0.35	0.00	0.72	0.00	0.00	0.05	0.00	0.00
Avail Cap (c_a), veh/h	372	0	744	0	0	858	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.94	0.00	0.00
Uniform Delay (d1), s/veh	39.0	0.0	38.1	0.0	0.0	1.2	0.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	2.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.3	0.0	40.3	0.0	0.0	1.3	0.0	0.0
1st-Term Q (Q1), veh/ln	1.1	0.0	3.3	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.2	0.0	3.5	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.19	0.00	0.24	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	8	4	6	0	0	0
Lane Assignment		T		T	T			
Lanes in Grp	0	2	0	1	1	0	0	0
Grp Vol (v), veh/h	0	807	0	0	447	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	1805	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2152	0	40	371	0	0	0
V/C Ratio (X)	0.00	0.37	0.00	0.00	1.20	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2152	0	391	371	0	0	0
Upstream Filter (I)	0.00	0.94	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	115.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	0.0	150.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	7.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	11.9	0.0	0.0	0.0



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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.0	0.0	19.8	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	1.66	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	19.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	16	0	0	0
Lane Assignment		R	R	R	T+R			
Lanes in Grp	0	1	1	1	1	0	0	0
Grp Vol (v), veh/h	0	287	37	9	470	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1610	1610	1898	0	0	0
Q Serve Time (g_s), s	0.0	0.0	1.9	0.5	18.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.9	0.5	18.5	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	10.9	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.01	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1156	196	34	390	0	0	0
V/C Ratio (X)	0.00	0.25	0.19	0.26	1.20	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1156	331	331	390	0	0	0
Upstream Filter (I)	0.00	0.94	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	35.5	43.4	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.5	4.0	114.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	36.0	47.4	149.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.7	0.2	8.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	12.4	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.7	0.2	20.7	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.15	0.02	1.74	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	20.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	62.9
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↷	↶	↶↶			↶↶	↷
Traffic Volume (veh/h)	0	0	0	102	0	765	217	334	0	0	1041	162
Future Volume (veh/h)	0	0	0	102	0	765	217	334	0	0	1041	162
Number				3	8	18	5	2	12	1	6	16
Initial Q, 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		
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				104	0	0	221	341	0	0	1062	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
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				141	0		261	2907	0	0	2186	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.08	0.00	0.00	0.14	0.81	0.00	0.00	0.61	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				47.9	0.0	0.0	46.7	1.9	0.0	0.0	10.6	0.0
Ln Grp LOS				D	A		D	A	A	A	B	
Approach Vol, veh/h					104			562			1062	
Approach Delay, s/veh					47.9			19.5			10.6	
Approach LOS					D			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	8		5	6					
Case No			4.0	11.0		2.0	7.0					
Phs Duration (G+Y+Rc), s			78.0	12.0		18.0	60.0					
Change Period (Y+Rc), s			5.5	5.0		5.0	5.5					
Max Green (Gmax), s			46.5	33.0		19.0	22.5					
Max Allow Headway (MAH), s			5.2	5.3		3.8	5.2					
Max Q Clear (g_c+I1), s			3.8	7.1		12.7	16.8					
Green Ext Time (g_e), s			2.5	0.5		0.3	3.4					
Prob of Phs Call (p_c)			1.00	0.93		1.00	1.00					
Prob of Max Out (p_x)			0.00	0.00		0.16	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt				3		5	1					
Mvmt Sat Flow, veh/h				1810		1810	0					
<b>Through Movement Data</b>												
Assigned Mvmt			2	8			6					
Mvmt Sat Flow, veh/h			3705	0			3705					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18			16					
Mvmt Sat Flow, veh/h			0	1610			1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt	0	0	3	0	5	1	0	0				
Lane Assignment			L+T		L (Prot)							

HCM 6th Signalized Intersection Capacity Analysis  
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Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	104	0	221	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	5.1	0.0	10.7	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	5.1	0.0	10.7	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	54.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	141	0	261	0	0	0
V/C Ratio (X)	0.00	0.00	0.74	0.00	0.85	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	663	0	382	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.80	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	40.6	0.0	37.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.3	0.0	9.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	47.9	0.0	46.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	2.2	0.0	4.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	0.7	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.5	0.0	5.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.11	0.00	0.89	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	341	0	0	0	1062	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	1.8	0.0	0.0	0.0	14.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.8	0.0	0.0	0.0	14.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	2907	0	0	0	2186	0	0
V/C Ratio (X)	0.00	0.12	0.00	0.00	0.00	0.49	0.00	0.00
Avail Cap (c_a), veh/h	0	2907	0	0	0	2186	0	0
Upstream Filter (I)	0.00	0.80	0.00	0.00	0.00	0.82	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.9	0.0	0.0	0.0	9.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.9	0.0	0.0	0.0	10.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.4	0.0	0.0	0.0	5.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.0	0.0	0.0	5.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.41	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	126	0	0	975	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	590	0	0	975	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	15.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↘					↕↗		↘	↕↗	
Traffic Volume (veh/h)	104	0	772	0	0	0	0	447	152	643	500	0
Future Volume (veh/h)	104	0	772	0	0	0	0	447	152	643	500	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	113	0	839				0	486	0	699	543	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	372	0	598				0	1143		543	2427	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Prop Arrive On Green	0.21	0.00	0.21				0.00	0.32	0.00	0.10	0.22	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	30.5	0.0	226.5				0.0	25.4	0.0	181.4	16.0	0.0
Ln Grp LOS	C	A	F				A	C		F	B	A
Approach Vol, veh/h		952						486			1242	
Approach Delay, s/veh		203.2						25.4			109.1	
Approach LOS		F						C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		32.0	34.0		24.0		66.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	28.5		19.0		60.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		29.0	11.6		21.0		13.1					
Green Ext Time (g_e), s		0.0	3.0		0.0		4.2					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							

HCM 6th Signalized Intersection Capacity Analysis  
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Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	699	0	0	113	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	27.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	27.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	28.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	543	0	0	372	0	0	0	0
V/C Ratio (X)	1.29	0.00	0.00	0.30	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	543	0	0	372	0	0	0	0
Upstream Filter (I)	0.84	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	40.5	0.0	0.0	30.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	140.9	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	181.4	0.0	0.0	30.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	13.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	21.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	34.2	0.0	0.0	2.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	6.85	0.00	0.00	0.11	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	39.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment	T			T				
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	486	0	0	0	543	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	9.6	0.0	0.0	0.0	11.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.6	0.0	0.0	0.0	11.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1143	0	0	0	2427	0	0
V/C Ratio (X)	0.00	0.43	0.00	0.00	0.00	0.22	0.00	0.00
Avail Cap (c_a), veh/h	0	1143	0	0	0	2427	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.84	0.00	0.00
Uniform Delay (d1), s/veh	0.0	24.3	0.0	0.0	0.0	15.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	0.2	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
Control Delay (d), s/veh	0.0	25.4	0.0	0.0	0.0	16.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.0	0.0	0.0	0.0	5.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Project Completion (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	4.2	0.0	0.0	0.0	5.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	0.00	0.00	0.34	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	839	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	598	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	1.40	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	598	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	191.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	226.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	15.9	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	22.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	1.61	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	60.2	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0

Intersection Summary

























HCM 6th Ctrl Delay	127.4
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Project Completion (2022) NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	174	197	124	145	415	121	160	726	54	82	1057	175
Future Volume (veh/h)	174	197	124	145	415	121	160	726	54	82	1057	175
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	187	212	133	156	446	130	172	781	58	88	1137	188
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	223	512	434	198	486	412	213	1337	99	125	1240	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.27	0.27	0.11	0.26	0.26	0.12	0.39	0.38	0.07	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	66.8	30.6	29.5	52.5	58.2	30.6	58.0	27.5	27.4	52.7	43.5	26.1
Ln Grp LOS	E	C	C	D	E	C	E	C	C	D	D	C
Approach Vol, veh/h		532			732			1011			1413	
Approach Delay, s/veh		43.0			52.1			32.7			41.8	
Approach LOS		D			D			C			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		10.9	43.2	14.9	30.9	15.8	38.4	16.3	29.6			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		9.8	34.9	15.2	22.1	13.5	31.2	11.8	25.5			
Max Allow Headway (MAH), s		3.8	5.3	3.8	4.8	3.8	5.1	3.8	5.0			
Max Q Clear (g_c+I1), s		6.8	20.1	10.4	11.2	11.3	32.2	12.1	24.8			
Green Ext Time (g_e), s		0.0	4.7	0.2	1.2	0.1	0.0	0.0	0.2			
Prob of Phs Call (p_c)		0.91	1.00	0.99	1.00	0.99	1.00	0.99	1.00			
Prob of Max Out (p_x)		1.00	0.00	0.42	0.08	1.00	0.00	1.00	1.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3407		1900		3610		1900			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			253		1610		1610		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				



HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Project Completion (2022) NP - AM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	88	0	156	0	172	0	187	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	4.8	0.0	8.4	0.0	9.3	0.0	10.1	0.0
Cycle Q Clear Time (g_c), s	4.8	0.0	8.4	0.0	9.3	0.0	10.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	125	0	198	0	213	0	223	0
V/C Ratio (X)	0.71	0.00	0.79	0.00	0.81	0.00	0.84	0.00
Avail Cap (c_a), veh/h	186	0	284	0	253	0	223	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	45.6	0.0	43.4	0.0	43.0	0.0	42.9	0.0
Incr Delay (d2), s/veh	7.1	0.0	9.1	0.0	15.0	0.0	23.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	52.7	0.0	52.5	0.0	58.0	0.0	66.8	0.0
1st-Term Q (Q1), veh/ln	2.1	0.0	3.7	0.0	4.1	0.0	4.5	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.5	0.0	0.9	0.0	1.5	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.4	0.0	4.2	0.0	5.0	0.0	6.0	0.0
%ile Storage Ratio (RQ%)	0.23	0.00	0.24	0.00	0.50	0.00	1.15	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	414	0	212	0	1137	0	446
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	18.1	0.0	9.2	0.0	30.2	0.0	22.8
Cycle Q Clear Time (g_c), s	0.0	18.1	0.0	9.2	0.0	30.2	0.0	22.8
Lane Grp Cap (c), veh/h	0	708	0	512	0	1240	0	486
V/C Ratio (X)	0.00	0.58	0.00	0.41	0.00	0.92	0.00	0.92
Avail Cap (c_a), veh/h	0	708	0	512	0	1240	0	494
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.0	0.0	30.0	0.0	31.4	0.0	36.2
Incr Delay (d2), s/veh	0.0	3.5	0.0	0.5	0.0	12.1	0.0	22.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.5	0.0	30.6	0.0	43.5	0.0	58.2
1st-Term Q (Q1), veh/ln	0.0	7.5	0.0	4.2	0.0	12.7	0.0	10.4
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.1	0.0	2.1	0.0	3.0

HCM 6th Signalized Intersection Capacity Analysis  
12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Project Completion (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.2	0.0	4.2	0.0	14.8	0.0	13.3
%ile Storage Ratio (RQ%)	0.00	0.31	0.00	0.19	0.00	0.89	0.00	0.75
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	425	0	133	0	188	0	130
Grp Sat Flow (s), veh/h/ln	0	1854	0	1610	0	1610	0	1610
Q Serve Time (g_s), s	0.0	18.1	0.0	6.6	0.0	8.7	0.0	6.5
Cycle Q Clear Time (g_c), s	0.0	18.1	0.0	6.6	0.0	8.7	0.0	6.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.14	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	728	0	434	0	553	0	412
V/C Ratio (X)	0.00	0.58	0.00	0.31	0.00	0.34	0.00	0.32
Avail Cap (c_a), veh/h	0	728	0	434	0	553	0	419
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.0	0.0	29.1	0.0	24.4	0.0	30.1
Incr Delay (d2), s/veh	0.0	3.4	0.0	0.4	0.0	1.7	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.4	0.0	29.5	0.0	26.1	0.0	30.6
1st-Term Q (Q1), veh/ln	0.0	7.7	0.0	2.5	0.0	3.3	0.0	2.5
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.4	0.0	2.6	0.0	3.5	0.0	2.6
%ile Storage Ratio (RQ%)	0.00	0.32	0.00	0.12	0.00	0.44	0.00	0.64
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	41.5
HCM 6th LOS	D

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	40	30	401	519	38
Future Vol, veh/h	24	40	30	401	519	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	160	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	44	33	446	577	42























Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	887	310	619	0	-	0
Stage 1	598	-	-	-	-	-
Stage 2	289	-	-	-	-	-
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	287	692	971	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	277	692	971	-	-	-
Mov Cap-2 Maneuver	390	-	-	-	-	-
Stage 1	500	-	-	-	-	-
Stage 2	741	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	971	-	390	692	-	-
HCM Lane V/C Ratio	0.034	-	0.068	0.064	-	-
HCM Control Delay (s)	8.8	-	14.9	10.6	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.2	-	-

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Project Completion (2022) NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	4	13	4	2	65	16	365	8	108	444	8
Future Volume (veh/h)	1	4	13	4	2	65	16	365	8	108	444	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	4	14	4	2	71	18	401	9	119	488	9
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	2	21	73	9	3	95	33	2618	59	146	2856	53
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.00	0.06	0.05	0.01	0.06	0.06	0.02	0.73	0.73	0.08	0.79	0.79
Unsig. Movement Delay												
Ln Grp Delay, s/veh	147.0	0.0	59.6	92.4	0.0	71.1	76.2	5.8	5.7	69.4	3.7	3.6
Ln Grp LOS	F	A	E	F	A	E	E	A	A	E	A	A
Approach Vol, veh/h		19			77			428			616	
Approach Delay, s/veh		64.2			72.2			8.7			16.3	
Approach LOS		E			E			A			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		14.0	99.6	4.2	12.3	5.9	107.7	3.7	12.8			
Change Period (Y+Rc), s		3.5	5.3	3.5	4.9	3.5	5.3	3.5	4.9			
Max Green (Gmax), s		21.5	39.7	21.5	30.1	21.5	39.7	21.5	30.1			
Max Allow Headway (MAH), s		3.8	5.2	3.8	5.5	3.8	5.2	3.8	5.6			
Max Q Clear (g_c+I1), s		10.4	6.5	2.3	3.3	3.3	6.3	2.1	7.8			
Green Ext Time (g_e), s		0.2	2.6	0.0	0.0	0.0	3.2	0.0	0.3			
Prob of Phs Call (p_c)		0.99	1.00	0.13	0.96	0.48	1.00	0.04	0.97			
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3610		370		3626		44			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			81		1296		67		1573			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
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Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	119	0	4	0	18	0	1	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	8.4	0.0	0.3	0.0	1.3	0.0	0.1	0.0
Cycle Q Clear Time (g_c), s	8.4	0.0	0.3	0.0	1.3	0.0	0.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	146	0	9	0	33	0	2	0
V/C Ratio (X)	0.82	0.00	0.43	0.00	0.54	0.00	0.41	0.00
Avail Cap (c_a), veh/h	299	0	299	0	299	0	299	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	58.8	0.0	64.5	0.0	63.3	0.0	64.9	0.0
Incr Delay (d2), s/veh	10.5	0.0	28.0	0.0	13.0	0.0	82.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	69.4	0.0	92.4	0.0	76.2	0.0	147.0	0.0
1st-Term Q (Q1), veh/ln	3.9	0.0	0.1	0.0	0.6	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	0.1	0.0	0.1	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	4.3	0.0	0.2	0.0	0.7	0.0	0.1	0.0
%ile Storage Ratio (RQ%)	0.74	0.00	0.04	0.00	0.12	0.00	0.02	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment	T				T			
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	200	0	0	0	243	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	4.5	0.0	0.0	0.0	4.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.5	0.0	0.0	0.0	4.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1309	0	0	0	1422	0	0
V/C Ratio (X)	0.00	0.15	0.00	0.00	0.00	0.17	0.00	0.00
Avail Cap (c_a), veh/h	0	1309	0	0	0	1422	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.5	0.0	0.0	0.0	3.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.3	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
Control Delay (d), s/veh	0.0	5.8	0.0	0.0	0.0	3.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.6	0.0	0.0	0.0	1.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Project Completion (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.7	0.0	0.0	0.0	1.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data













Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	210	0	18	0	254	0	73
Grp Sat Flow (s), veh/h/ln	0	1885	0	1667	0	1888	0	1617
Q Serve Time (g_s), s	0.0	4.5	0.0	1.3	0.0	4.3	0.0	5.8
Cycle Q Clear Time (g_c), s	0.0	4.5	0.0	1.3	0.0	4.3	0.0	5.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.04	0.00	0.78	0.00	0.04	0.00	0.97
Lane Grp Cap (c), veh/h	0	1368	0	94	0	1487	0	98
V/C Ratio (X)	0.00	0.15	0.00	0.19	0.00	0.17	0.00	0.75
Avail Cap (c_a), veh/h	0	1368	0	386	0	1487	0	374
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	5.5	0.0	58.7	0.0	3.4	0.0	60.3
Incr Delay (d2), s/veh	0.0	0.2	0.0	1.0	0.0	0.2	0.0	10.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.7	0.0	59.6	0.0	3.6	0.0	71.1
1st-Term Q (Q1), veh/ln	0.0	1.7	0.0	0.6	0.0	1.4	0.0	2.4
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.7	0.0	0.6	0.0	1.5	0.0	2.7
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.03	0.00	0.04	0.00	0.17
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Project Completion (2022) NP - AM Peak Hour

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			 						
Traffic Volume (veh/h)	37	13	333	50	10	472			
Future Volume (veh/h)	37	13	333	50	10	472			
Number	3	18	2	12	1	6			
Initial Q, 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			
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	40	14	362	54	11	513			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes				Yes				
Cap, veh/h	140	125	2191	324	50	1499			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.08	0.08	0.69	0.68	0.03	0.79			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	27.2	26.1	3.4	3.5	30.7	2.0			
Ln Grp LOS	C	C	A	A	C	A			
Approach Vol, veh/h	54		416			524			
Approach Delay, s/veh	26.9		3.5			2.6			
Approach LOS	C		A			A			
Timer:		1	2	3	4	5	6	7	8
Assigned Phs		1	2	8			6		
Case No		2.0	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s		5.7	45.7	8.7			51.3		
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5		
Max Green (Gmax), s		7.0	21.5	18.0			33.0		
Max Allow Headway (MAH), s		3.8	5.3	3.9			5.2		
Max Q Clear (g_c+I1), s		2.4	4.4	3.3			6.7		
Green Ext Time (g_e), s		0.0	2.2	0.1			3.5		
Prob of Phs Call (p_c)		0.17	1.00	0.59			1.00		
Prob of Max Out (p_x)		0.19	0.00	0.00			0.01		
Left-Turn Movement Data									
Assigned Mvmt		1	5	3					
Mvmt Sat Flow, veh/h		1810	0	1810					
Through Movement Data									
Assigned Mvmt			2	8			6		
Mvmt Sat Flow, veh/h			3249	0			1900		
Right-Turn Movement Data									
Assigned Mvmt			12	18			16		
Mvmt Sat Flow, veh/h			467	1610			0		
Left Lane Group Data									
Assigned Mvmt		1	5	3	0	0	0	0	0
Lane Assignment		L (Prot)		L					

**HCM 6th Signalized Intersection Capacity Analysis**  
**15: Agua Mansa Rd & Transfer Station Driveway**

**Agua Mansa Industrial**  
 Project Completion (2022) NP - AM Peak Hour

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	11	0	40	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	0	0	0	0
Q Serve Time (g_s), s	0.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	50	0	140	0	0	0	0	0
V/C Ratio (X)	0.22	0.00	0.28	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	226	0	558	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	28.5	0.0	26.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	30.7	0.0	27.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.5	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.6	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	206	0	0	0	513	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	2.4	0.0	0.0	0.0	4.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.4	0.0	0.0	0.0	4.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1254	0	0	0	1499	0	0
V/C Ratio (X)	0.00	0.16	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	1254	0	0	0	1499	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.2	0.0	0.0	0.0	1.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.4	0.0	0.0	0.0	2.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0



HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Project Completion (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	0.0	0.0	0.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	210	14	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1816	1610	0	0	0	0	0
Q Serve Time (g_s), s	0.0	2.4	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.4	0.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.26	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1261	125	0	0	0	0	0
V/C Ratio (X)	0.00	0.17	0.11	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1261	496	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.2	25.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.5	26.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.01	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	4.3
HCM 6th LOS	A

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	51	3	16	30	5	6
Future Vol, veh/h	51	3	16	30	5	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	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	57	3	18	33	6	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	60	0	112
Stage 1	-	-	-	-	59
Stage 2	-	-	-	-	53
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1556	-	879
Stage 1	-	-	-	-	962
Stage 2	-	-	-	-	969
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1556	-	868
Mov Cap-2 Maneuver	-	-	-	-	868
Stage 1	-	-	-	-	962
Stage 2	-	-	-	-	957

Approach	EB	WB	NB
HCM Control Delay, s	0	2.6	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	956	-	-	1556	-
HCM Lane V/C Ratio	0.013	-	-	0.011	-
HCM Control Delay (s)	8.8	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Project Completion (2022) NP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	58	17	408	51	463	35	360	516	476	561	21
Future Volume (veh/h)	36	58	17	408	51	463	35	360	516	476	561	21
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	62	18	434	54	0	37	383	549	506	597	22
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	142	111	32	246	31		105	1391	620	362	1904	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.08	0.07	0.15	0.15	0.00	0.06	0.39	0.39	0.20	0.53	0.53
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.2	0.0	58.9	409.9	0.0	0.0	58.7	26.9	52.7	245.2	17.2	14.2
Ln Grp LOS	E	A	E	F	A		E	C	D	F	B	B
Approach Vol, veh/h		118			488			969			1125	
Approach Delay, s/veh		57.7			409.9			42.7			119.7	
Approach LOS		E			F			D			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	3.0	10.0	11.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		30.0	55.2	14.8	25.0	12.2	72.9					
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7					
Max Green (Gmax), s		25.0	38.0	20.0	19.0	20.0	* 44					
Max Allow Headway (MAH), s		3.8	4.5	4.8	5.3	3.8	5.2					
Max Q Clear (g_c+I1), s		27.0	41.8	7.3	21.0	4.5	13.7					
Green Ext Time (g_e), s		0.0	0.0	0.3	0.0	0.0	4.5					
Prob of Phs Call (p_c)		1.00	1.00	0.98	1.00	0.72	1.00					
Prob of Max Out (p_x)		1.00	0.00	0.00	1.00	0.00	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		1810	1618	1810						
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3610	1415	201		3610					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			1610	411	1610		1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L	L+T	L (Prot)						

**HCM 6th Signalized Intersection Capacity Analysis**  
**1: Rubidoux Blvd & 20th St/Market St**

**Agua Mansa Industrial**  
 Project Completion (2022) NP - PM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	506	0	38	488	37	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1819	1810	0	0	0
Q Serve Time (g_s), s	25.0	0.0	2.5	19.0	2.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	25.0	0.0	2.5	19.0	2.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.89	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	362	0	142	277	105	0	0	0
V/C Ratio (X)	1.40	0.00	0.27	1.76	0.35	0.00	0.00	0.00
Avail Cap (c_a), veh/h	362	0	290	277	290	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.86	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	50.0	0.0	54.2	53.2	56.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	195.2	0.0	1.0	356.7	2.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	245.2	0.0	55.2	409.9	58.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	11.2	0.0	1.1	8.7	1.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	19.6	0.0	0.0	27.4	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	30.9	0.0	1.2	36.1	1.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	3.86	0.00	0.27	2.07	0.33	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	36.0	0.0	0.0	52.9	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	383	0	0	0	597	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	9.1	0.0	0.0	0.0	11.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.1	0.0	0.0	0.0	11.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1391	0	0	0	1904	0	0
V/C Ratio (X)	0.00	0.28	0.00	0.00	0.00	0.31	0.00	0.00
Avail Cap (c_a), veh/h	0	1391	0	0	0	1904	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	26.4	0.0	0.0	0.0	16.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.4	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
Control Delay (d), s/veh	0.0	26.9	0.0	0.0	0.0	17.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.0	0.0	0.0	0.0	4.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Project Completion (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	4.0	0.0	0.0	0.0	4.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.14	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	T+R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	549	80	0	0	22	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1826	1610	0	1610	0	0
Q Serve Time (g_s), s	0.0	39.8	5.3	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	39.8	5.3	0.0	0.0	0.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.22	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	620	144	245	0	849	0	0
V/C Ratio (X)	0.00	0.88	0.56	0.00	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	620	292	245	0	849	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	35.8	55.5	0.0	0.0	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	16.8	3.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	52.7	58.9	0.0	0.0	14.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	15.4	2.4	0.0	0.0	0.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.9	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	18.3	2.6	0.0	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	2.95	0.12	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary





















HCM 6th Ctrl Delay	141.8
HCM 6th LOS	F

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Project Completion (2022) NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	31	17	63	17	16	28	903	41	6	764	11
Future Volume (veh/h)	46	31	17	63	17	16	28	903	41	6	764	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	33	18	67	18	17	30	961	44	6	813	12
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	131	57	27	164	28	24	90	2436	112	90	2524	37
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.08	0.09	0.08	0.08	0.09	0.05	0.69	0.70	0.05	0.69	0.69
Unsig. Movement Delay												
Ln Grp Delay, s/veh	37.5	0.0	0.0	37.6	0.0	0.0	37.7	5.6	5.6	36.5	5.5	5.5
Ln Grp LOS	D	A	A	D	A	A	D	A	A	D	A	A
Approach Vol, veh/h		100			102			1035			831	
Approach Delay, s/veh		37.5			37.6			6.6			5.7	
Approach LOS		D			D			A			A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4	5	6		8			
Case No		2.0	4.0		8.0	2.0	4.0		8.0			
Phs Duration (G+Y+Rc), s		7.7	61.4		10.9	7.7	61.4		10.9			
Change Period (Y+Rc), s		3.7	6.0		* 4.2	3.7	6.0		* 4.2			
Max Green (Gmax), s		16.3	34.0		* 16	16.3	34.0		* 16			
Max Allow Headway (MAH), s		3.8	5.2		5.3	3.8	5.2		5.4			
Max Q Clear (g_c+I1), s		2.3	11.2		6.2	3.3	9.1		6.4			
Green Ext Time (g_e), s		0.0	7.0		0.3	0.0	5.6		0.3			
Prob of Phs Call (p_c)		1.00	1.00		0.99	1.00	1.00		0.99			
Prob of Max Out (p_x)		0.00	0.00		0.05	0.00	0.00		0.07			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1			7	5			3			
Mvmt Sat Flow, veh/h		1810			769	1810			1082			
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3515		686		3642		342			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			161		319		54		285			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	0	7	5	0	0	3			
Lane Assignment		L (Prot)			L+T+R	L (Prot)			L+T+R			

## HCM 6th Signalized Intersection Capacity Analysis 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Project Completion (2022) NP - PM Peak Hour

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	6	0	0	100	30	0	0	102
Grp Sat Flow (s), veh/h/ln	1810	0	0	1774	1810	0	0	1708
Q Serve Time (g_s), s	0.3	0.0	0.0	0.0	1.3	0.0	0.0	0.2
Cycle Q Clear Time (g_c), s	0.3	0.0	0.0	4.2	1.3	0.0	0.0	4.4
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1395	0	0	0	1375
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1855	0	0	0	1810
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	6.2	0.0	0.0	0.0	6.2
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	1.7	0.0	0.0	0.0	1.9
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.2
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.49	1.00	0.00	0.00	0.66
Lane Grp Cap (c), veh/h	90	0	0	203	90	0	0	206
V/C Ratio (X)	0.07	0.00	0.00	0.49	0.33	0.00	0.00	0.50
Avail Cap (c_a), veh/h	369	0	0	383	369	0	0	376
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.49	0.00	0.00	1.00
Uniform Delay (d1), s/veh	36.2	0.0	0.0	35.6	36.7	0.0	0.0	35.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.8	1.0	0.0	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	36.5	0.0	0.0	37.5	37.7	0.0	0.0	37.6
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	1.9	0.6	0.0	0.0	1.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.0	2.0	0.6	0.0	0.0	2.0
%ile Storage Ratio (RQ%)	0.02	0.00	0.00	0.22	0.10	0.00	0.00	0.25
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	493	0	0	0	403	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	9.2	0.0	0.0	0.0	7.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.2	0.0	0.0	0.0	7.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1251	0	0	0	1251	0	0
V/C Ratio (X)	0.00	0.39	0.00	0.00	0.00	0.32	0.00	0.00
Avail Cap (c_a), veh/h	0	1251	0	0	0	1251	0	0
Upstream Filter (I)	0.00	0.49	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.2	0.0	0.0	0.0	4.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.6	0.0	0.0	0.0	5.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.7	0.0	0.0	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Project Completion (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.8	0.0	0.0	0.0	2.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R				T+R			
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	512	0	0	0	422	0	0
Grp Sat Flow (s), veh/h/ln	0	1871	0	0	0	1890	0	0
Q Serve Time (g_s), s	0.0	9.2	0.0	0.0	0.0	7.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.2	0.0	0.0	0.0	7.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.09	0.00	0.18	0.00	0.03	0.00	0.17
Lane Grp Cap (c), veh/h	0	1297	0	0	0	1310	0	0
V/C Ratio (X)	0.00	0.39	0.00	0.00	0.00	0.32	0.00	0.00
Avail Cap (c_a), veh/h	0	1297	0	0	0	1310	0	0
Upstream Filter (I)	0.00	0.49	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.2	0.0	0.0	0.0	4.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.6	0.0	0.0	0.0	5.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.8	0.0	0.0	0.0	2.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.9	0.0	0.0	0.0	2.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A




















Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.



HCM 6th Signalized Intersection Capacity Analysis  
3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Project Completion (2022) NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	0	166	519	98	92	51	961	0	0	904	16
Future Volume (veh/h)	29	0	166	519	98	92	51	961	0	0	904	16
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	30	0	173	541	102	96	53	1001	0	0	942	17
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
Opposing Right Turn Influence	Yes			Yes			Yes			No		
Cap, veh/h	781	0	787	556	88	83	177	1269	0	0	1275	23
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.49	0.00	0.49	0.48	0.49	0.49	0.35	0.35	0.00	0.00	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.4	0.0	10.3	61.8	0.0	0.0	33.8	25.4	0.0	0.0	24.4	24.2
Ln Grp LOS	A	A	B	F	A	A	C	C	A	A	C	C
Approach Vol, veh/h		203			739			1054			959	
Approach Delay, s/veh		10.2			61.8			25.8			24.3	
Approach LOS		B			E			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4		6		8			
Case No			6.0		8.0		8.0		7.0			
Phs Duration (G+Y+Rc), s			30.0		40.0		30.0		40.0			
Change Period (Y+Rc), s			5.4		5.8		5.4		5.8			
Max Green (Gmax), s			24.6		34.2		24.6		34.2			
Max Allow Headway (MAH), s			5.8		4.6		5.7		3.3			
Max Q Clear (g_c+I1), s			23.9		35.7		17.9		6.3			
Green Ext Time (g_e), s			0.5		0.0		3.7		0.4			
Prob of Phs Call (p_c)			1.00		1.00		1.00		1.00			
Prob of Max Out (p_x)			1.00		1.00		0.92		0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7		1		3			
Mvmt Sat Flow, veh/h			595		956		0		1388			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3705		180		3723		0			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			0		170		65		1610			
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	1	0	3				
Lane Assignment		L		L+T+R				L+T				

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Project Completion (2022) NP - PM Peak Hour

Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	53	0	739	0	0	0	30
Grp Sat Flow (s), veh/h/ln	0	595	0	1306	0	0	0	1388
Q Serve Time (g_s), s	0.0	6.0	0.0	32.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.9	0.0	33.7	0.0	0.0	0.0	0.8
Perm LT Sat Flow (s_l), veh/h/ln	0	595	0	1231	0	0	0	1203
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1391
Perm LT Eff Green (g_p), s	0.0	24.6	0.0	33.7	0.0	0.0	0.0	34.2
Perm LT Serve Time (g_u), s	0.0	8.7	0.0	32.9	0.0	0.0	0.0	0.5
Perm LT Q Serve Time (g_ps), s	0.0	6.0	0.0	32.9	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.73	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	177	0	718	0	0	0	781
V/C Ratio (X)	0.00	0.30	0.00	1.03	0.00	0.00	0.00	0.04
Avail Cap (c_a), veh/h	0	177	0	718	0	0	0	781
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	29.5	0.0	20.4	0.0	0.0	0.0	9.4
Incr Delay (d2), s/veh	0.0	4.3	0.0	41.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	33.8	0.0	61.8	0.0	0.0	0.0	9.4
1st-Term Q (Q1), veh/ln	0.0	0.8	0.0	11.7	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	8.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.0	0.0	19.9	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.32	0.00	0.88	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	1001	0	0	0	469	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	17.4	0.0	0.0	0.0	15.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.4	0.0	0.0	0.0	15.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	1269	0	0	0	634	0	0
V/C Ratio (X)	0.00	0.79	0.00	0.00	0.00	0.74	0.00	0.00
Avail Cap (c_a), veh/h	0	1269	0	0	0	634	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.96	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.4	0.0	0.0	0.0	19.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.0	0.0	0.0	0.0	4.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.4	0.0	0.0	0.0	24.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.7	0.0	0.0	0.0	6.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	0.0	0.0	0.8	0.0	0.0

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Project Completion (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	7.6	0.0	0.0	0.0	6.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.38	0.00	0.00	0.00	0.12	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

#### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						T+R		R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	490	0	173
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1888	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	15.9	0.0	4.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	15.9	0.0	4.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.13	0.00	0.03	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	664	0	787
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.74	0.00	0.22
Avail Cap (c_a), veh/h	0	0	0	0	0	664	0	787
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.96	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	19.9	0.0	10.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	24.2	0.0	10.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	6.4	0.0	1.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	7.2	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0






















#### Intersection Summary

HCM 6th Ctrl Delay	33.3
HCM 6th LOS	C

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/ Frontage Rd (2022) NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	596	42	408	15	0	3	0	642	266	96	951	0
Future Volume (veh/h)	596	42	408	15	0	3	0	642	266	96	951	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	621	44	425	16	0	3	0	669	277	100	991	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	403	30	0	0	0	622	258	123	1288	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
Prop Arrive On Green	0.25	0.25	0.25	0.02	0.00	0.00	0.00	0.25	0.25	0.07	0.36	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	150.0	0.0	112.8	73.7	0.0	0.0	0.0	116.5	117.6	69.1	44.4	0.0
Ln Grp LOS	F	A	F	E	A	A	A	F	F	E	D	A
Approach Vol, veh/h		1090			16			946			1091	
Approach Delay, s/veh		0.0			73.7			117.0			46.7	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	14.9	40.8	7.7		55.3					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.3	2.8	4.8	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	9.6	37.0	3.2		36.1					
Green Ext Time (g_e), s		0.0	0.1	0.0	0.0		5.5					
Prob of Phs Call (p_c)		1.00	0.98	1.00	0.46		1.00					
Prob of Max Out (p_x)		1.00	0.00	1.00	0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
Through Movement Data												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		2584		0			3705					
Right-Turn Movement Data												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		1031		1610			0					
Left Lane Group Data												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/ Frontage Rd (2022) NP - PM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	100	665	16	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	7.6	0.0	1.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.6	0.0	1.2	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1436	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.93	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	123	0	30	0	0	0	0
V/C Ratio (X)	0.00	0.81	0.00	0.53	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	64.3	150.0	68.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.8	0.0	5.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	69.1	150.0	73.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.5	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.7	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.80	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	485	0	0	0	0	991	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	34.1	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	34.1	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1288	0	0
V/C Ratio (X)	1.08	0.00	0.00	0.00	0.00	0.77	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	39.9	0.0	0.0
Incr Delay (d2), s/veh	64.0	0.0	0.0	0.0	0.0	4.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	116.5	0.0	0.0	0.0	0.0	44.4	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	15.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	8.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/ Frontage Rd (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	23.8	0.0	0.0	0.0	0.0	15.9	0.0	0.0
%ile Storage Ratio (RQ%)	1.08	0.00	0.00	0.00	0.00	1.50	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	8.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	461	0	425	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1715	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.60	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	429	0	403	0	0	0	0	0
V/C Ratio (X)	1.08	0.00	1.06	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	429	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	52.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	65.1	0.0	60.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	117.6	0.0	112.8	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	15.0	0.0	14.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	7.7	0.0	6.7	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	22.8	0.0	20.8	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.03	0.00	20.84	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	8.1	0.0	5.6	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D





















### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Capacity Analysis

## 6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	540	510	0	0	550	222	0	2	1	158	1	373
Future Volume (veh/h)	540	510	0	0	550	222	0	2	1	158	1	373
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	562	531	0	0	573	231	0	2	1	165	1	389
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	540	2362	0	2	1158	517	0	527	263	234	11	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.30	0.65	0.00	0.00	0.32	0.32	0.00	0.44	0.44	0.44	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	82.3	8.5	0.0	0.0	34.4	35.1	0.0	0.0	18.9	37.1	0.0	0.0
Ln Grp LOS	F	A	A	A	C	D	A	A	B	D	A	A
Approach Vol, veh/h		1093			804			3			555	
Approach Delay, s/veh		46.5			34.6			18.9			37.1	
Approach LOS		D			C			B			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6	7	8			
Case No			8.0	2.0	4.0		8.0	2.0	3.0			
Phs Duration (G+Y+Rc), s			59.5	0.0	85.0		59.5	40.0	45.0			
Change Period (Y+Rc), s			* 5.9	* 4.2	6.5		5.9	* 4.2	6.5			
Max Green (Gmax), s			* 30	* 16	58.5		29.1	* 36	38.5			
Max Allow Headway (MAH), s			5.3	0.0	5.2		5.5	3.8	4.9			
Max Q Clear (g_c+I1), s			2.1	0.0	9.2		39.2	37.8	17.4			
Green Ext Time (g_e), s			0.0	0.0	4.1		0.0	0.0	4.7			
Prob of Phs Call (p_c)			1.00	0.00	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00	1.00	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5	3			1	7				
Mvmt Sat Flow, veh/h			0	1810			442	1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			1195		3705		25		3610			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			597		0		1094		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		0	5	3	0	0	1	7	0			
Lane Assignment			L (Prot)				L+T+R		L (Prot)			

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) NP - PM Peak Hour

Lanes in Grp	0	0	1	0	0	1	1	0
Grp Vol (v), veh/h	0	0	0	0	0	555	562	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	0	1560	1810	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	34.9	35.8	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	37.2	35.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	1436	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	52.4	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	51.6	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	34.9	0.0	0.0
Time to First Blk (g_f), s	0.0	52.9	0.0	0.0	0.0	2.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	2.3	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	0.30	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	2	0	0	720	540	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.77	1.04	0.00
Avail Cap (c_a), veh/h	0	0	238	0	0	720	540	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.56	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	29.3	42.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	7.8	40.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	37.1	82.3	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	13.8	15.8	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	1.6	6.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	15.3	21.8	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.48	5.45	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	5.5	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	531	0	0	0	573
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	7.2	0.0	0.0	0.0	15.4
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	7.2	0.0	0.0	0.0	15.4
Lane Grp Cap (c), veh/h	0	0	0	2362	0	0	0	1158
V/C Ratio (X)	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.49
Avail Cap (c_a), veh/h	0	0	0	2362	0	0	0	1158
Upstream Filter (I)	0.00	0.00	0.00	0.56	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	8.4	0.0	0.0	0.0	32.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	8.5	0.0	0.0	0.0	34.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.7	0.0	0.0	0.0	6.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2



HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.7	0.0	0.0	0.0	7.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.16	0.00	0.00	0.00	1.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R			R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	3	0	0	0	0	0	231
Grp Sat Flow (s), veh/h/ln	0	1792	0	0	0	0	0	1610
Q Serve Time (g_s), s	0.0	0.1	0.0	0.0	0.0	0.0	0.0	13.7
Cycle Q Clear Time (g_c), s	0.0	0.1	0.0	0.0	0.0	0.0	0.0	13.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.33	0.00	0.00	0.00	0.70	0.00	1.00
Lane Grp Cap (c), veh/h	0	790	0	0	0	0	0	517
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.45
Avail Cap (c_a), veh/h	0	790	0	0	0	0	0	517
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.8	0.0	0.0	0.0	0.0	0.0	32.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.9	0.0	0.0	0.0	0.0	0.0	35.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	229	5	16	70	0	13
Future Vol, veh/h	229	5	16	70	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	246	5	17	75	0	14






















Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	251	0	- 249
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	- 6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	- 3.3
Pot Cap-1 Maneuver	-	-	1326	-	0 795
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1326	-	- 795
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	795	-	-	1326	-
HCM Lane V/C Ratio	0.018	-	-	0.013	-
HCM Control Delay (s)	9.6	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Project Completion (2022) NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	13	226	233	30	27	54	745	59	12	654	2
Future Volume (veh/h)	3	13	226	233	30	27	54	745	59	12	654	2
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	13	233	240	31	28	56	768	61	12	674	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	57	245	258	271	138	124	73	933	74	24	970	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.16	0.16	0.15	0.15	0.15	0.04	0.54	0.53	0.01	0.51	0.51
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.7	0.0	76.6	72.6	0.0	54.8	84.6	0.0	35.4	86.4	31.1	17.4
Ln Grp LOS	D	A	E	E	A	D	F	A	D	F	C	B
Approach Vol, veh/h		249			299			885			688	
Approach Delay, s/veh		75.0			69.1			38.5			32.0	
Approach LOS		E			E			D			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	4.0	11.0	10.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		5.9	84.4	28.0	26.7	9.8	80.5					
Change Period (Y+Rc), s		4.0	6.5	4.7	5.0	4.0	6.5					
Max Green (Gmax), s		16.0	38.5	35.3	35.0	16.0	38.5					
Max Allow Headway (MAH), s		3.8	5.3	4.1	4.1	3.8	5.2					
Max Q Clear (g_c+I1), s		3.0	55.2	22.6	20.9	6.4	41.0					
Green Ext Time (g_e), s		0.0	0.0	0.7	0.9	0.1	0.0					
Prob of Phs Call (p_c)		0.38	1.00	1.00	1.00	0.90	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		353	1810	1810						
Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			1737	1529	920		1900					
Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			138	1610	831		1610					
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L+T	L	L (Prot)						

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Project Completion (2022) NP - PM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	12	0	16	240	56	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1882	1810	1810	0	0	0
Q Serve Time (g_s), s	1.0	0.0	1.0	18.9	4.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	1.0	18.9	4.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1810	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.19	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	24	0	302	271	73	0	0	0
V/C Ratio (X)	0.50	0.00	0.05	0.89	0.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	200	0	458	437	200	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	71.1	0.0	51.6	60.4	68.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	15.3	0.0	0.1	12.2	15.6	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	86.4	0.0	51.7	72.6	84.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.5	8.7	2.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.9	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.5	9.6	2.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.07	0.00	0.20	0.63	0.43	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment	T							
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	674	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	39.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	39.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	970	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.70	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	970	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	26.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	4.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	31.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	17.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

## 8: Market St & Via Cerro

Agua Mansa Industrial  
Project Completion (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	18.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data
























Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	829	233	59	0	2	0	0
Grp Sat Flow (s), veh/h/ln	0	1875	1610	1750	0	1610	0	0
Q Serve Time (g_s), s	0.0	53.2	20.6	4.3	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	53.2	20.6	4.3	0.0	0.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	1.00	0.47	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1007	258	262	0	822	0	0
V/C Ratio (X)	0.00	0.82	0.90	0.23	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1007	392	423	0	822	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	27.8	59.7	54.3	0.0	17.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	7.6	16.9	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	35.4	76.6	54.8	0.0	17.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	23.4	8.4	1.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.1	1.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	25.6	9.6	1.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.17	3.76	0.10	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

HCM 6th Signalized Intersection Capacity Analysis  
 9: Market St & Rivera St

Agua Mansa Industrial  
 Project Completion (2022) NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	17	90	272	1	43	10	740	262	90	908	1
Future Volume (veh/h)	2	17	90	272	1	43	10	740	262	90	908	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	18	97	293	0	46	11	796	282	97	976	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	15	136	129	381	0	169	663	2192	1147	135	1167	1
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.08	0.08	0.11	0.00	0.11	0.37	0.61	0.61	0.07	0.32	0.32
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.8	0.0	62.6	56.2	0.0	50.3	24.3	12.3	6.5	61.4	44.9	44.6
Ln Grp LOS	D	A	E	E	A	D	C	B	A	E	D	D
Approach Vol, veh/h		117			339			1089			1074	
Approach Delay, s/veh		60.8			55.4			10.9			46.3	
Approach LOS		E			E			B			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	6	5					
Case No		2.0	3.0	9.0	11.0	4.0	2.0					
Phs Duration (G+Y+Rc), s		12.9	76.9	16.6	13.6	41.8	47.9					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	48.0	18.0	18.0	48.0	18.0					
Max Allow Headway (MAH), s		3.8	4.9	3.8	4.2	5.2	3.8					
Max Q Clear (g_c+I1), s		8.3	15.3	11.5	9.1	31.4	2.5					
Green Ext Time (g_e), s		0.1	7.7	0.7	0.2	5.9	0.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.98	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.18	0.02	0.28	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7		5					
Mvmt Sat Flow, veh/h		1810		3619	189		1810					
Through Movement Data												
Assigned Mvmt			2	8	4	6						
Mvmt Sat Flow, veh/h			3610	0	1701	3701						
Right-Turn Movement Data												
Assigned Mvmt			12	18	14	16						
Mvmt Sat Flow, veh/h			1610	1610	1610	4						
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	0	5	0	0			
Lane Assignment		L (Prot)		L	L+T		L (Prot)					

HCM 6th Signalized Intersection Capacity Analysis  
 9: Market St & Rivera St

Agua Mansa Industrial  
 Project Completion (2022) NP - PM Peak Hour

Lanes in Grp	1	0	2	1	0	1	0	0
Grp Vol (v), veh/h	97	0	293	20	0	11	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1891	0	1810	0	0
Q Serve Time (g_s), s	6.3	0.0	9.5	1.2	0.0	0.5	0.0	0.0
Cycle Q Clear Time (g_c), s	6.3	0.0	9.5	1.2	0.0	0.5	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.10	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	135	0	381	151	0	663	0	0
V/C Ratio (X)	0.72	0.00	0.77	0.13	0.00	0.02	0.00	0.00
Avail Cap (c_a), veh/h	279	0	558	291	0	663	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	0.00	0.97	0.00	0.00
Uniform Delay (d1), s/veh	54.3	0.0	52.3	51.4	0.0	24.3	0.0	0.0
Incr Delay (d2), s/veh	7.1	0.0	3.9	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	61.4	0.0	56.2	51.8	0.0	24.3	0.0	0.0
1st-Term Q (Q1), veh/ln	2.9	0.0	4.3	0.6	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.1	0.0	4.5	0.6	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.52	0.00	0.31	0.05	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	6	0	0	0
Lane Assignment		T			T			
Lanes in Grp	0	2	0	0	1	0	0	0
Grp Vol (v), veh/h	0	796	0	0	476	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	1805	0	0	0
Q Serve Time (g_s), s	0.0	13.3	0.0	0.0	29.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.3	0.0	0.0	29.4	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2192	0	0	569	0	0	0
V/C Ratio (X)	0.00	0.36	0.00	0.00	0.84	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2192	0	0	730	0	0	0
Upstream Filter (I)	0.00	0.97	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.9	0.0	0.0	38.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	6.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.3	0.0	0.0	44.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.2	0.0	0.0	12.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	1.1	0.0	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Project Completion (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.4	0.0	0.0	14.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.41	0.00	0.00	1.17	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	18	14	16	0	0	0
Lane Assignment		R	R	R	T+R			
Lanes in Grp	0	1	1	1	1	0	0	0
Grp Vol (v), veh/h	0	282	46	97	501	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1610	1610	1899	0	0	0
Q Serve Time (g_s), s	0.0	7.3	3.2	7.1	29.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.3	3.2	7.1	29.4	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1147	169	129	599	0	0	0
V/C Ratio (X)	0.00	0.25	0.27	0.75	0.84	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1147	248	248	768	0	0	0
Upstream Filter (I)	0.00	0.97	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.0	49.5	54.0	38.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.9	8.6	6.4	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.5	50.3	62.6	44.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.5	1.3	2.9	13.6	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.3	1.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.7	1.3	3.2	14.6	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.28	0.26	0.28	1.23	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	33.4
HCM 6th LOS	C

### Notes

User approved volume balancing among the lanes for turning movement.



HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↷	↶	↶↶			↶↶	↷
Traffic Volume (veh/h)	0	0	0	77	0	608	544	403	0	0	1065	205
Future Volume (veh/h)	0	0	0	77	0	608	544	403	0	0	1065	205
Number				3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				79	0	0	555	411	0	0	1087	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
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				106	0		594	2999	0	0	1625	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.06	0.00	0.00	0.33	0.83	0.00	0.00	0.45	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				53.8	0.0	0.0	46.8	1.6	0.0	0.0	22.2	0.0
Ln Grp LOS				D	A		D	A	A	A	C	
Approach Vol, veh/h					79			966			1087	
Approach Delay, s/veh					53.8			27.6			22.2	
Approach LOS					D			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	8		5	6					
Case No			4.0	11.0		2.0	7.0					
Phs Duration (G+Y+Rc), s			84.4	10.6		36.2	48.3					
Change Period (Y+Rc), s			5.5	5.0		5.0	5.5					
Max Green (Gmax), s			61.5	23.0		35.0	21.5					
Max Allow Headway (MAH), s			5.2	5.3		3.8	5.2					
Max Q Clear (g_c+I1), s			4.1	6.1		30.2	24.5					
Green Ext Time (g_e), s			3.1	0.3		0.9	0.0					
Prob of Phs Call (p_c)			1.00	0.88		1.00	1.00					
Prob of Max Out (p_x)			0.00	0.00		0.69	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt				3		5	1					
Mvmt Sat Flow, veh/h				1810		1810	0					
<b>Through Movement Data</b>												
Assigned Mvmt			2	8			6					
Mvmt Sat Flow, veh/h			3705	0			3705					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18			16					
Mvmt Sat Flow, veh/h			0	1610			1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt	0	0	3	0	5	1	0	0				
Lane Assignment			L+T		L (Prot)							

HCM 6th Signalized Intersection Capacity Analysis  
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Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	79	0	555	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	4.1	0.0	28.2	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	4.1	0.0	28.2	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	42.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	106	0	594	0	0	0
V/C Ratio (X)	0.00	0.00	0.74	0.00	0.94	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	438	0	667	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.76	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	44.0	0.0	30.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	9.8	0.0	15.9	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	53.8	0.0	46.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.8	0.0	11.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	2.6	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.1	0.0	14.5	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.09	0.00	2.42	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	411	0	0	0	1087	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	2.1	0.0	0.0	0.0	22.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.1	0.0	0.0	0.0	22.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	2999	0	0	0	1625	0	0
V/C Ratio (X)	0.00	0.14	0.00	0.00	0.00	0.67	0.00	0.00
Avail Cap (c_a), veh/h	0	2999	0	0	0	1625	0	0
Upstream Filter (I)	0.00	0.76	0.00	0.00	0.00	0.73	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.5	0.0	0.0	0.0	20.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	1.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.6	0.0	0.0	0.0	22.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.4	0.0	0.0	0.0	9.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.0	0.0	0.0	9.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.71	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	95	0	0	725	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	390	0	0	725	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	25.8
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↘					↕↗		↘	↕↗	
Traffic Volume (veh/h)	119	0	993	0	0	0	0	828	70	455	687	0
Future Volume (veh/h)	119	0	993	0	0	0	0	828	70	455	687	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	121	0	1013				0	845	0	464	701	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	238	0	388				0	1558		486	2717	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.14	0.00	0.14				0.00	0.43	0.00	0.54	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	39.9	0.0	773.9				0.0	21.4	0.0	40.9	0.1	0.0
Ln Grp LOS	D	A	F				A	C		D	A	A
Approach Vol, veh/h		1134						845			1165	
Approach Delay, s/veh		695.6						21.4			16.4	
Approach LOS		F						C			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		30.5	46.5		18.0		77.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	39.5		13.0		71.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		25.2	18.5		15.0		2.0					
Green Ext Time (g_e), s		0.3	6.1		0.0		5.8					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							

HCM 6th Signalized Intersection Capacity Analysis  
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Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	464	0	0	121	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	23.2	0.0	0.0	5.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	23.2	0.0	0.0	5.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	41.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	486	0	0	238	0	0	0	0
V/C Ratio (X)	0.96	0.00	0.00	0.51	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	514	0	0	238	0	0	0	0
Upstream Filter (I)	0.57	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	21.5	0.0	0.0	38.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	19.5	0.0	0.0	1.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.9	0.0	0.0	39.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	6.1	0.0	0.0	2.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	2.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	8.8	0.0	0.0	2.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.75	0.00	0.00	0.14	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment	T			T				
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	845	0	0	0	701	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	16.5	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	16.5	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1558	0	0	0	2717	0	0
V/C Ratio (X)	0.00	0.54	0.00	0.00	0.00	0.26	0.00	0.00
Avail Cap (c_a), veh/h	0	1558	0	0	0	2717	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.57	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.4	0.0	0.0	0.0	0.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Project Completion (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.47	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	1013	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	388	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	2.61	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	388	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	732.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	773.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	39.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	43.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	3.18	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	156.3	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0

Intersection Summary

























HCM 6th Ctrl Delay	262.7
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Project Completion (2022) NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	184	468	184	79	187	81	161	828	84	125	1051	141
Future Volume (veh/h)	184	468	184	79	187	81	161	828	84	125	1051	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	192	488	192	82	195	84	168	862	88	130	1095	147
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	239	543	461	133	432	366	207	1244	127	157	1258	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.29	0.29	0.07	0.23	0.23	0.11	0.38	0.37	0.09	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	47.5	47.1	26.6	46.5	30.7	28.7	60.0	29.4	29.4	69.9	35.8	22.2
Ln Grp LOS	D	D	C	D	C	C	E	C	C	E	D	C
Approach Vol, veh/h		872			361			1118			1372	
Approach Delay, s/veh		42.7			33.8			34.0			37.6	
Approach LOS		D			C			C			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		11.8	37.9	10.6	29.7	14.3	35.4	15.9	24.5			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		7.3	30.8	7.0	26.9	9.8	28.3	15.9	18.0			
Max Allow Headway (MAH), s		3.8	5.3	3.8	4.9	3.8	5.1	3.8	4.9			
Max Q Clear (g_c+I1), s		8.4	21.8	6.0	24.2	10.2	27.5	11.3	10.0			
Green Ext Time (g_e), s		0.0	4.0	0.0	1.0	0.0	0.6	0.2	0.8			
Prob of Phs Call (p_c)		0.96	1.00	0.87	1.00	0.99	1.00	0.99	1.00			
Prob of Max Out (p_x)		1.00	0.00	1.00	1.00	1.00	0.00	0.52	0.24			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3307		1900		3610		1900			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			338		1610		1610		1610			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Project Completion (2022) NP - PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	130	0	82	0	168	0	192	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	6.4	0.0	4.0	0.0	8.2	0.0	9.3	0.0
Cycle Q Clear Time (g_c), s	6.4	0.0	4.0	0.0	8.2	0.0	9.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	157	0	133	0	207	0	239	0
V/C Ratio (X)	0.83	0.00	0.62	0.00	0.81	0.00	0.80	0.00
Avail Cap (c_a), veh/h	157	0	151	0	207	0	330	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	40.4	0.0	40.5	0.0	38.9	0.0	37.9	0.0
Incr Delay (d2), s/veh	29.4	0.0	6.0	0.0	21.1	0.0	9.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	69.9	0.0	46.5	0.0	60.0	0.0	47.5	0.0
1st-Term Q (Q1), veh/ln	2.8	0.0	1.7	0.0	3.6	0.0	4.0	0.0
2nd-Term Q (Q2), veh/ln	1.3	0.0	0.2	0.0	1.2	0.0	0.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	4.1	0.0	2.0	0.0	4.8	0.0	4.7	0.0
%ile Storage Ratio (RQ%)	0.39	0.00	0.11	0.00	0.48	0.00	0.90	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	471	0	488	0	1095	0	195
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	19.8	0.0	22.2	0.0	25.5	0.0	8.0
Cycle Q Clear Time (g_c), s	0.0	19.8	0.0	22.2	0.0	25.5	0.0	8.0
Lane Grp Cap (c), veh/h	0	679	0	543	0	1258	0	432
V/C Ratio (X)	0.00	0.69	0.00	0.90	0.00	0.87	0.00	0.45
Avail Cap (c_a), veh/h	0	679	0	578	0	1258	0	432
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.7	0.0	30.9	0.0	27.4	0.0	29.9
Incr Delay (d2), s/veh	0.0	5.7	0.0	16.3	0.0	8.4	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.4	0.0	47.1	0.0	35.8	0.0	30.7
1st-Term Q (Q1), veh/ln	0.0	8.1	0.0	9.8	0.0	10.5	0.0	3.6
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	2.5	0.0	1.5	0.0	0.1



# HCM 6th Signalized Intersection Capacity Analysis

## 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Project Completion (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.2	0.0	12.3	0.0	12.0	0.0	3.7
%ile Storage Ratio (RQ%)	0.00	0.35	0.00	0.56	0.00	0.72	0.00	0.21
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	479	0	192	0	147	0	84
Grp Sat Flow (s), veh/h/ln	0	1839	0	1610	0	1610	0	1610
Q Serve Time (g_s), s	0.0	19.8	0.0	8.7	0.0	5.9	0.0	3.8
Cycle Q Clear Time (g_c), s	0.0	19.8	0.0	8.7	0.0	5.9	0.0	3.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.18	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	692	0	461	0	561	0	366
V/C Ratio (X)	0.00	0.69	0.00	0.42	0.00	0.26	0.00	0.23
Avail Cap (c_a), veh/h	0	692	0	490	0	561	0	366
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.8	0.0	26.0	0.0	21.0	0.0	28.3
Incr Delay (d2), s/veh	0.0	5.6	0.0	0.6	0.0	1.1	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.4	0.0	26.6	0.0	22.2	0.0	28.7
1st-Term Q (Q1), veh/ln	0.0	8.3	0.0	3.3	0.0	2.2	0.0	1.5
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	0.1	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.4	0.0	3.3	0.0	2.3	0.0	1.5
%ile Storage Ratio (RQ%)	0.00	0.36	0.00	0.15	0.00	0.29	0.00	0.37
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	37.3
HCM 6th LOS	D

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	36	49	770	435	16
Future Vol, veh/h	18	36	49	770	435	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	160	-	-	-
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	19	38	52	811	458	17

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	977	238	475	0	0
Stage 1	467	-	-	-	-
Stage 2	510	-	-	-	-
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	252	769	1098	-	-
Stage 1	603	-	-	-	-
Stage 2	574	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	240	769	1098	-	-
Mov Cap-2 Maneuver	372	-	-	-	-
Stage 1	575	-	-	-	-
Stage 2	574	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1098	-	372	769	-	-
HCM Lane V/C Ratio	0.047	-	0.051	0.049	-	-
HCM Control Delay (s)	8.4	-	15.2	9.9	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	0.2	-	-

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Project Completion (2022) NP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	3	12	29	3	147	8	660	13	39	429	3
Future Volume (veh/h)	12	3	12	29	3	147	8	660	13	39	429	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	3	14	33	3	169	9	759	15	45	493	3
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	28	33	156	48	4	200	19	2512	50	59	2633	16
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.02	0.11	0.11	0.03	0.13	0.12	0.01	0.69	0.70	0.03	0.72	0.72
Unsig. Movement Delay												
Ln Grp Delay, s/veh	77.2	0.0	51.9	78.2	0.0	65.1	80.4	8.3	8.3	80.6	6.4	6.4
Ln Grp LOS	E	A	D	E	A	E	F	A	A	F	A	A
Approach Vol, veh/h		31			205			783			541	
Approach Delay, s/veh		63.3			67.2			9.1			12.5	
Approach LOS		E			E			A			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		7.7	95.5	7.0	19.8	4.9	98.4	5.5	21.3			
Change Period (Y+Rc), s		3.5	5.3	3.5	4.9	3.5	5.3	3.5	4.9			
Max Green (Gmax), s		21.5	39.7	21.5	30.1	21.5	39.7	21.5	30.1			
Max Allow Headway (MAH), s		3.8	5.2	3.8	5.5	3.8	5.2	3.8	5.6			
Max Q Clear (g_c+I1), s		5.2	12.6	4.4	3.2	2.6	7.7	3.0	15.6			
Green Ext Time (g_e), s		0.1	5.3	0.0	0.0	0.0	3.2	0.0	0.8			
Prob of Phs Call (p_c)		0.80	1.00	0.70	1.00	0.28	1.00	0.40	1.00			
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3621		292		3679		28			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			72		1363		22		1586			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

**HCM 6th Signalized Intersection Capacity Analysis**  
**14: Agua Mansa Rd & Brown Ave**

**Agua Mansa Industrial**  
 Project Completion (2022) NP - PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	45	0	33	0	9	0	14	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	3.2	0.0	2.4	0.0	0.6	0.0	1.0	0.0
Cycle Q Clear Time (g_c), s	3.2	0.0	2.4	0.0	0.6	0.0	1.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	59	0	48	0	19	0	28	0
V/C Ratio (X)	0.76	0.00	0.68	0.00	0.47	0.00	0.51	0.00
Avail Cap (c_a), veh/h	299	0	299	0	299	0	299	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	62.4	0.0	62.7	0.0	63.9	0.0	63.5	0.0
Incr Delay (d2), s/veh	18.2	0.0	15.5	0.0	16.5	0.0	13.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	80.6	0.0	78.2	0.0	80.4	0.0	77.2	0.0
1st-Term Q (Q1), veh/ln	1.5	0.0	1.1	0.0	0.3	0.0	0.5	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.2	0.0	0.1	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.8	0.0	1.3	0.0	0.4	0.0	0.6	0.0
%ile Storage Ratio (RQ%)	0.31	0.00	0.22	0.00	0.07	0.00	0.10	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	378	0	0	0	242	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	10.6	0.0	0.0	0.0	5.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.6	0.0	0.0	0.0	5.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1253	0	0	0	1292	0	0
V/C Ratio (X)	0.00	0.30	0.00	0.00	0.00	0.19	0.00	0.00
Avail Cap (c_a), veh/h	0	1253	0	0	0	1292	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.7	0.0	0.0	0.0	6.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.3	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
Control Delay (d), s/veh	0.0	8.3	0.0	0.0	0.0	6.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.9	0.0	0.0	0.0	2.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

## 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
Project Completion (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.1	0.0	0.0	0.0	2.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data













Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	396	0	17	0	254	0	172
Grp Sat Flow (s), veh/h/ln	0	1887	0	1655	0	1896	0	1614
Q Serve Time (g_s), s	0.0	10.6	0.0	1.2	0.0	5.7	0.0	13.6
Cycle Q Clear Time (g_c), s	0.0	10.6	0.0	1.2	0.0	5.7	0.0	13.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.04	0.00	0.82	0.00	0.01	0.00	0.98
Lane Grp Cap (c), veh/h	0	1310	0	189	0	1357	0	203
V/C Ratio (X)	0.00	0.30	0.00	0.09	0.00	0.19	0.00	0.85
Avail Cap (c_a), veh/h	0	1310	0	383	0	1357	0	374
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	7.7	0.0	51.7	0.0	6.1	0.0	55.8
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.2	0.0	0.3	0.0	9.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.3	0.0	51.9	0.0	6.4	0.0	65.1
1st-Term Q (Q1), veh/ln	0.0	4.1	0.0	0.5	0.0	2.2	0.0	5.5
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.3	0.0	0.5	0.0	2.3	0.0	6.1
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.03	0.00	0.06	0.00	0.40
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	19.0
HCM 6th LOS	B

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Project Completion (2022) NP - PM Peak Hour

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			 						
Traffic Volume (veh/h)	32	29	635	66	22	435			
Future Volume (veh/h)	32	29	635	66	22	435			
Number	3	18	2	12	1	6			
Initial Q, 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			
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	34	31	676	70	23	463			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes				Yes				
Cap, veh/h	101	90	2174	225	336	1667			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.06	0.06	0.66	0.65	0.19	0.88			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	56.5	56.8	9.5	9.5	40.4	1.3			
Ln Grp LOS	E	E	A	A	D	A			
Approach Vol, veh/h	65		746			486			
Approach Delay, s/veh	56.6		9.5			3.1			
Approach LOS	E		A			A			
Timer:		1	2	3	4	5	6	7	8
Assigned Phs		2	1	8			6		
Case No		8.0	2.0	9.0			4.0		
Phs Duration (G+Y+Rc), s		83.0	26.3	10.7			109.3		
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5		
Max Green (Gmax), s		78.5	8.5	19.5			91.5		
Max Allow Headway (MAH), s		5.3	3.8	3.9			5.2		
Max Q Clear (g_c+I1), s		12.6	3.3	4.2			6.7		
Green Ext Time (g_e), s		5.6	0.0	0.1			3.4		
Prob of Phs Call (p_c)		1.00	0.54	0.89			1.00		
Prob of Max Out (p_x)		0.00	0.09	0.00			0.00		
Left-Turn Movement Data									
Assigned Mvmt		5	1	3					
Mvmt Sat Flow, veh/h		0	1810	1810					
Through Movement Data									
Assigned Mvmt		2		8			6		
Mvmt Sat Flow, veh/h		3397		0			1900		
Right-Turn Movement Data									
Assigned Mvmt		12		18			16		
Mvmt Sat Flow, veh/h		342		1610			0		
Left Lane Group Data									
Assigned Mvmt		5	1	3	0	0	0	0	0
Lane Assignment		L (Prot)		L					

**HCM 6th Signalized Intersection Capacity Analysis**  
**15: Agua Mansa Rd & Transfer Station Driveway**

**Agua Mansa Industrial**  
 Project Completion (2022) NP - PM Peak Hour

Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	23	34	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	1810	0	0	0	0	0
Q Serve Time (g_s), s	0.0	1.3	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.3	2.2	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	79.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	336	101	0	0	0	0	0
V/C Ratio (X)	0.00	0.07	0.34	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	336	302	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	40.3	54.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	1.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	40.4	56.5	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	1.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	1.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.07	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	8	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	1	0	0
Grp Vol (v), veh/h	369	0	0	0	0	463	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	10.5	0.0	0.0	0.0	0.0	4.7	0.0	0.0
Cycle Q Clear Time (g_c), s	10.5	0.0	0.0	0.0	0.0	4.7	0.0	0.0
Lane Grp Cap (c), veh/h	1188	0	0	0	0	1667	0	0
V/C Ratio (X)	0.31	0.00	0.00	0.00	0.00	0.28	0.00	0.00
Avail Cap (c_a), veh/h	1188	0	0	0	0	1667	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	8.8	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.5	0.0	0.0	0.0	0.0	1.3	0.0	0.0
1st-Term Q (Q1), veh/ln	3.9	0.0	0.0	0.0	0.0	0.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**HCM 6th Signalized Intersection Capacity Analysis**  
**15: Agua Mansa Rd & Transfer Station Driveway**

**Agua Mansa Industrial**  
 Project Completion (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	4.2	0.0	0.0	0.0	0.0	0.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Right Lane Group Data**

Assigned Mvmt	12	0	18	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	377	0	31	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1839	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	10.6	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	10.6	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.19	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	1210	0	90	0	0	0	0	0
V/C Ratio (X)	0.31	0.00	0.34	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1210	0	268	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	8.9	0.0	54.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.0	2.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.5	0.0	56.8	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	4.0	0.0	0.9	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	4.3	0.0	1.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.13	0.00	0.07	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Intersection Summary**

HCM 6th Ctrl Delay	9.5
HCM 6th LOS	A



Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	32	4	3	72	8	9
Future Vol, veh/h	32	4	3	72	8	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	-	-	-	-	-	-
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	35	4	3	78	9	10

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	39	0	82 20
Stage 1	-	-	-	-	37 -
Stage 2	-	-	-	-	45 -
Critical Hdwy	-	-	4.1	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	-	-	2.2	-	3.5 3.3
Pot Cap-1 Maneuver	-	-	1584	-	917 1060
Stage 1	-	-	-	-	987 -
Stage 2	-	-	-	-	978 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1584	-	915 1060
Mov Cap-2 Maneuver	-	-	-	-	915 -
Stage 1	-	-	-	-	987 -
Stage 2	-	-	-	-	976 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	986	-	-	1584	-
HCM Lane V/C Ratio	0.019	-	-	0.002	-
HCM Control Delay (s)	8.7	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Project Completion (2022) WP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	65	24	390	66	366	31	220	301	544	592	17
Future Volume (veh/h)	36	65	24	390	66	366	31	220	301	544	592	17
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	71	26	424	72	0	34	239	327	591	643	18
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	143	105	39	237	40		100	1389	619	362	1911	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.08	0.08	0.15	0.15	0.00	0.06	0.38	0.38	0.20	0.53	0.53
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.2	0.0	61.5	422.6	0.0	0.0	58.8	25.6	32.9	347.2	17.3	14.1
Ln Grp LOS	E	A	E	F	A		E	C	C	F	B	B
Approach Vol, veh/h		136			496			600			1252	
Approach Delay, s/veh		59.7			422.6			31.5			173.0	
Approach LOS		E			F			C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	3.0	10.0	11.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		30.0	55.1	14.9	25.0	11.9	73.2					
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7					
Max Green (Gmax), s		25.0	38.0	20.0	19.0	20.0	* 44					
Max Allow Headway (MAH), s		3.8	4.5	4.9	5.3	3.8	5.2					
Max Q Clear (g_c+I1), s		27.0	21.6	8.5	21.0	4.3	14.8					
Green Ext Time (g_e), s		0.0	2.5	0.4	0.0	0.0	4.9					
Prob of Phs Call (p_c)		1.00	1.00	0.99	1.00	0.69	1.00					
Prob of Max Out (p_x)		1.00	0.00	0.01	1.00	0.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		1810	1558	1810						
Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3610	1327	265		3610					
Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			1610	486	1610		1610					
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L	L+T	L (Prot)						

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Project Completion (2022) WP - AM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	591	0	39	496	34	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1822	1810	0	0	0
Q Serve Time (g_s), s	25.0	0.0	2.5	19.0	2.3	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	25.0	0.0	2.5	19.0	2.3	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.85	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	362	0	143	277	100	0	0	0
V/C Ratio (X)	1.63	0.00	0.27	1.79	0.34	0.00	0.00	0.00
Avail Cap (c_a), veh/h	362	0	290	277	290	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.95	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	50.0	0.0	54.1	53.2	56.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	297.2	0.0	1.0	369.4	2.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	347.2	0.0	55.2	422.6	58.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	11.2	0.0	1.2	8.7	1.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	29.9	0.0	0.0	28.4	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	41.1	0.0	1.2	37.1	1.1	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	5.14	0.00	0.27	2.13	0.30	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	57.3	0.0	0.0	54.8	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	239	0	0	0	643	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	5.5	0.0	0.0	0.0	12.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.5	0.0	0.0	0.0	12.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1389	0	0	0	1911	0	0
V/C Ratio (X)	0.00	0.17	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	1389	0	0	0	1911	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	25.3	0.0	0.0	0.0	16.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.5	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
Control Delay (d), s/veh	0.0	25.6	0.0	0.0	0.0	17.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.4	0.0	0.0	0.0	5.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Project Completion (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.4	0.0	0.0	0.0	5.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.16	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	T+R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	327	97	0	0	18	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1813	1610	0	1610	0	0
Q Serve Time (g_s), s	0.0	19.6	6.5	0.0	0.0	0.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	19.6	6.5	0.0	0.0	0.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.27	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	619	144	245	0	852	0	0
V/C Ratio (X)	0.00	0.53	0.67	0.00	0.00	0.02	0.00	0.00
Avail Cap (c_a), veh/h	0	619	290	245	0	852	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	29.7	56.0	0.0	0.0	14.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.2	5.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.9	61.5	0.0	0.0	14.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.6	3.0	0.0	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.1	3.2	0.0	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.31	0.15	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary



















HCM 6th Ctrl Delay	182.4
HCM 6th LOS	F

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Project Completion (2022) WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	13	17	39	15	5	14	573	21	8	784	21
Future Volume (veh/h)	15	13	17	39	15	5	14	573	21	8	784	21
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	18	16	21	48	18	6	17	699	26	10	956	26
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	88	48	47	148	35	10	90	2505	93	90	2533	69
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.06	0.07	0.08	0.06	0.07	0.08	0.05	0.71	0.71	0.05	0.71	0.70
Unsig. Movement Delay												
Ln Grp Delay, s/veh	36.7	0.0	0.0	37.5	0.0	0.0	37.3	4.8	4.8	36.8	5.6	5.5
Ln Grp LOS	D	A	A	D	A	A	D	A	A	D	A	A
Approach Vol, veh/h		55			72			742			992	
Approach Delay, s/veh		36.7			37.5			5.5			5.9	
Approach LOS		D			D			A			A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4	5	6		8			
Case No		2.0	4.0		8.0	2.0	4.0		8.0			
Phs Duration (G+Y+Rc), s		7.7	62.5		9.8	7.7	62.5		9.8			
Change Period (Y+Rc), s		3.7	6.0		* 4.2	3.7	6.0		* 4.2			
Max Green (Gmax), s		16.3	34.0		* 16	16.3	34.0		* 16			
Max Allow Headway (MAH), s		3.8	5.2		5.4	3.8	5.2		5.3			
Max Q Clear (g_c+I1), s		2.4	7.8		4.3	2.7	10.6		5.2			
Green Ext Time (g_e), s		0.0	4.8		0.1	0.0	6.9		0.2			
Prob of Phs Call (p_c)		1.00	1.00		0.94	1.00	1.00		0.94			
Prob of Max Out (p_x)		0.00	0.00		0.01	0.00	0.00		0.02			
Left-Turn Movement Data												
Assigned Mvmt		1			7	5			3			
Mvmt Sat Flow, veh/h		1810			403	1810			1034			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3549		675		3590		489			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			132		666		98		138			
Left Lane Group Data												
Assigned Mvmt		1	0	0	7	5	0	0	3			
Lane Assignment		L (Prot)			L+T+R	L (Prot)			L+T+R			

## HCM 6th Signalized Intersection Capacity Analysis 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Project Completion (2022) WP - AM Peak Hour

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	10	0	0	55	17	0	0	72
Grp Sat Flow (s), veh/h/ln	1810	0	0	1744	1810	0	0	1661
Q Serve Time (g_s), s	0.4	0.0	0.0	0.0	0.7	0.0	0.0	0.9
Cycle Q Clear Time (g_c), s	0.4	0.0	0.0	2.3	0.7	0.0	0.0	3.2
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1409	0	0	0	1393
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1869	0	0	0	1839
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	5.1	0.0	0.0	0.0	5.1
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	2.8
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Time to First Blk (g_f), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.3
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.33	1.00	0.00	0.00	0.67
Lane Grp Cap (c), veh/h	90	0	0	172	90	0	0	182
V/C Ratio (X)	0.11	0.00	0.00	0.32	0.19	0.00	0.00	0.40
Avail Cap (c_a), veh/h	369	0	0	376	369	0	0	374
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.89	0.00	0.00	1.00
Uniform Delay (d1), s/veh	36.3	0.0	0.0	35.6	36.4	0.0	0.0	36.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.1	0.9	0.0	0.0	1.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	36.8	0.0	0.0	36.7	37.3	0.0	0.0	37.5
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	1.0	0.3	0.0	0.0	1.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.0	1.1	0.3	0.0	0.0	1.4
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.12	0.06	0.00	0.00	0.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	355	0	0	0	481	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	5.8	0.0	0.0	0.0	8.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.8	0.0	0.0	0.0	8.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1274	0	0	0	1274	0	0
V/C Ratio (X)	0.00	0.28	0.00	0.00	0.00	0.38	0.00	0.00
Avail Cap (c_a), veh/h	0	1274	0	0	0	1274	0	0
Upstream Filter (I)	0.00	0.89	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.3	0.0	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.9	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
Control Delay (d), s/veh	0.0	4.8	0.0	0.0	0.0	5.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.6	0.0	0.0	0.0	2.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.3	0.0	0.0

## HCM 6th Signalized Intersection Capacity Analysis 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Project Completion (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.8	0.0	0.0	0.0	2.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R				T+R			
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	370	0	0	0	501	0	0
Grp Sat Flow (s), veh/h/ln	0	1876	0	0	0	1882	0	0
Q Serve Time (g_s), s	0.0	5.8	0.0	0.0	0.0	8.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.8	0.0	0.0	0.0	8.6	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	0.00	0.38	0.00	0.05	0.00	0.08
Lane Grp Cap (c), veh/h	0	1324	0	0	0	1328	0	0
V/C Ratio (X)	0.00	0.28	0.00	0.00	0.00	0.38	0.00	0.00
Avail Cap (c_a), veh/h	0	1324	0	0	0	1328	0	0
Upstream Filter (I)	0.00	0.89	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.3	0.0	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.8	0.0	0.0	0.0	5.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.7	0.0	0.0	0.0	2.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.9	0.0	0.0	0.0	2.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary




















HCM 6th Ctrl Delay	7.9
HCM 6th LOS	A

### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Project Completion (2022) WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	0	195	357	112	68	71	625	0	0	922	18
Future Volume (veh/h)	24	0	195	357	112	68	71	625	0	0	922	18
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	26	0	210	384	120	73	76	672	0	0	991	19
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
Opposing Right Turn Influence	Yes			Yes			Yes			No		
Cap, veh/h	692	0	752	492	127	77	180	1346	0	0	1350	26
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.47	0.00	0.47	0.46	0.47	0.47	0.37	0.37	0.00	0.00	0.37	0.37
Unsig. Movement Delay												
Ln Grp Delay, s/veh	10.2	0.0	11.5	26.5	0.0	0.0	37.2	18.2	0.0	0.0	23.0	22.8
Ln Grp LOS	B	A	B	C	A	A	D	B	A	A	C	C
Approach Vol, veh/h		236			577			748			1010	
Approach Delay, s/veh		11.3			26.5			20.2			22.9	
Approach LOS		B			C			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4		6		8			
Case No			6.0		8.0		8.0		7.0			
Phs Duration (G+Y+Rc), s			31.5		38.5		31.5		38.5			
Change Period (Y+Rc), s			5.4		5.8		5.4		5.8			
Max Green (Gmax), s			24.6		34.2		24.6		34.2			
Max Allow Headway (MAH), s			6.0		4.6		5.7		3.2			
Max Q Clear (g_c+I1), s			27.9		32.0		18.5		7.6			
Green Ext Time (g_e), s			0.0		0.7		3.5		0.5			
Prob of Phs Call (p_c)			1.00		1.00		1.00		1.00			
Prob of Max Out (p_x)			1.00		1.00		0.97		0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7		1		3			
Mvmt Sat Flow, veh/h			567		869		0		1260			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3705		272		3718		0			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			0		165		69		1610			
Left Lane Group Data												
Assigned Mvmt		0	5	0	7	0	1	0	3			
Lane Assignment			L		L+T+R				L+T			



### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Project Completion (2022) WP - AM Peak Hour

Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	76	0	577	0	0	0	26
Grp Sat Flow (s), veh/h/ln	0	567	0	1306	0	0	0	1260
Q Serve Time (g_s), s	0.0	9.4	0.0	29.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.9	0.0	30.0	0.0	0.0	0.0	0.8
Perm LT Sat Flow (s_l), veh/h/ln	0	567	0	1190	0	0	0	1209
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1265
Perm LT Eff Green (g_p), s	0.0	26.1	0.0	32.2	0.0	0.0	0.0	32.7
Perm LT Serve Time (g_u), s	0.0	9.6	0.0	31.4	0.0	0.0	0.0	2.7
Perm LT Q Serve Time (g_ps), s	0.0	9.4	0.0	29.2	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	26.1	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.67	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	180	0	686	0	0	0	692
V/C Ratio (X)	0.00	0.42	0.00	0.84	0.00	0.00	0.00	0.04
Avail Cap (c_a), veh/h	0	180	0	715	0	0	0	717
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	30.1	0.0	18.5	0.0	0.0	0.0	10.1
Incr Delay (d2), s/veh	0.0	7.1	0.0	8.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.2	0.0	26.5	0.0	0.0	0.0	10.2
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	8.0	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	1.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.6	0.0	9.6	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.49	0.00	0.42	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	672	0	0	0	494	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	10.0	0.0	0.0	0.0	16.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.0	0.0	0.0	0.0	16.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1346	0	0	0	673	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.73	0.00	0.00
Avail Cap (c_a), veh/h	0	1346	0	0	0	673	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.94	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.9	0.0	0.0	0.0	19.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	4.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.2	0.0	0.0	0.0	23.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.8	0.0	0.0	0.0	6.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.8	0.0	0.0

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Project Completion (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.1	0.0	0.0	0.0	7.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.74	0.00	0.00	0.00	0.12	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

#### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						T+R		R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	516	0	210
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1887	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	16.5	0.0	5.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	16.5	0.0	5.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.13	0.00	0.04	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	704	0	752
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.73	0.00	0.28
Avail Cap (c_a), veh/h	0	0	0	0	0	704	0	787
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.94	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	19.0	0.0	11.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	3.9	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	22.8	0.0	11.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	6.6	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	7.4	0.0	1.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0






















#### Intersection Summary

HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Portage Rd (2022) WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	415	11	228	11	0	4	0	651	550	180	647	0
Future Volume (veh/h)	415	11	228	11	0	4	0	651	550	180	647	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	432	11	238	11	0	4	0	678	573	188	674	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	287	22	0	0	0	466	390	213	1468	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
Prop Arrive On Green	0.17	0.18	0.18	0.01	0.00	0.00	0.00	0.25	0.25	0.12	0.41	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	175.4	0.0	65.1	74.7	0.0	0.0	0.0	268.4	277.4	65.4	31.4	0.0
Ln Grp LOS	F	A	E	E	A	A	A	F	F	E	C	A
Approach Vol, veh/h		681			11			1251			862	
Approach Delay, s/veh		0.0			74.7			272.6			38.8	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	21.9	30.8	7.1		62.3					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.4	2.8	4.8	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	16.3	21.9	2.8		21.1					
Green Ext Time (g_e), s		0.0	0.2	3.0	0.0		3.4					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.35		1.00					
Prob of Max Out (p_x)		1.00	0.00	0.17	0.00		0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
<b>Through Movement Data</b>												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		1961		0			3705					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		1559		1610			0					
<b>Left Lane Group Data</b>												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Portage Rd (2022) WP - AM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	188	443	11	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	14.3	0.0	0.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.3	0.0	0.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1435	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.98	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	213	0	22	0	0	0	0
V/C Ratio (X)	0.00	0.88	0.00	0.49	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	60.8	175.4	68.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.6	0.0	6.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	65.4	175.4	74.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.6	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.9	0.0	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.49	0.00	0.01	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	656	0	0	0	0	674	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	19.1	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	19.1	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1468	0	0
V/C Ratio (X)	1.45	0.00	0.00	0.00	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	30.3	0.0	0.0
Incr Delay (d2), s/veh	215.9	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	268.4	0.0	0.0	0.0	0.0	31.4	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	8.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	27.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

## 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Portage Rd

Project: 2019-0001 (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	42.9	0.0	0.0	0.0	0.0	8.6	0.0	0.0
%ile Storage Ratio (RQ%)	1.95	0.00	0.00	0.00	0.00	0.81	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	51.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	595	0	238	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	19.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	19.9	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.96	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	405	0	287	0	0	0	0	0
V/C Ratio (X)	1.47	0.00	0.83	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	405	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	55.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	224.9	0.0	9.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	277.4	0.0	65.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	14.2	0.0	8.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	25.3	0.0	0.8	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	39.5	0.0	8.9	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.79	0.00	8.89	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	47.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary





















HCM 6th Ctrl Delay	133.8
HCM 6th LOS	F

### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	558	6	3	424	268	6	1	3	191	1	392
Future Volume (veh/h)	345	558	6	3	424	268	6	1	3	191	1	392
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	371	600	6	3	456	288	6	1	3	205	1	422
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	405	1983	20	6	1158	517	206	41	85	200	1	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.22	0.54	0.54	0.00	0.32	0.32	0.31	0.32	0.31	0.31	0.32	0.31
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.4	15.3	15.3	118.1	32.7	38.0	28.5	0.0	0.0	147.9	0.0	0.0
Ln Grp LOS	D	B	B	F	C	D	C	A	A	F	A	A
Approach Vol, veh/h		977			747			10			628	
Approach Delay, s/veh		29.0			35.1			28.5			147.9	
Approach LOS		C			D			C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6	7	8			
Case No			8.0	2.0	4.0		8.0	2.0	3.0			
Phs Duration (G+Y+Rc), s			43.9	4.6	71.5		43.9	31.1	45.0			
Change Period (Y+Rc), s			* 5.9	* 4.2	6.5		5.9	* 4.2	6.5			
Max Green (Gmax), s			* 30	* 16	58.5		29.1	* 36	38.5			
Max Allow Headway (MAH), s			6.0	3.8	5.2		5.5	3.8	4.8			
Max Q Clear (g_c+I1), s			2.5	2.2	12.8		39.5	26.0	19.8			
Green Ext Time (g_e), s			0.0	0.0	4.2		0.0	0.8	3.9			
Prob of Phs Call (p_c)			1.00	0.10	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00	0.04	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5	3			1	7				
Mvmt Sat Flow, veh/h			499	1810			505	1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			128		3662		4		3610			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			269		37		1043		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		0	5	3	0	0	1	7	0			
Lane Assignment			L+T+R	L (Prot)			L+T+R	L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) WP - AM Peak Hour

Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	10	3	0	0	628	371	0
Grp Sat Flow (s), veh/h/ln	0	896	1810	0	0	1552	1810	0
Q Serve Time (g_s), s	0.0	0.0	0.2	0.0	0.0	37.1	24.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.5	0.2	0.0	0.0	37.5	24.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	979	0	0	0	1435	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	862	0	0	0	1869	0	0
Perm LT Eff Green (g_p), s	0.0	37.5	0.0	0.0	0.0	37.5	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	37.1	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	37.1	0.0	0.0
Time to First Blk (g_f), s	0.0	1.3	0.0	0.0	0.0	0.1	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.60	1.00	0.00	0.00	0.33	1.00	0.00
Lane Grp Cap (c), veh/h	0	328	6	0	0	525	405	0
V/C Ratio (X)	0.00	0.03	0.52	0.00	0.00	1.20	0.92	0.00
Avail Cap (c_a), veh/h	0	328	238	0	0	525	540	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.28	0.00
Uniform Delay (d1), s/veh	0.0	28.3	59.7	0.0	0.0	42.4	45.5	0.0
Incr Delay (d2), s/veh	0.0	0.2	58.3	0.0	0.0	105.5	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
Control Delay (d), s/veh	0.0	28.5	118.1	0.0	0.0	147.9	51.4	0.0
1st-Term Q (Q1), veh/ln	0.0	0.2	0.1	0.0	0.0	16.0	10.7	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	15.4	0.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.2	0.0	0.0	31.4	11.4	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.09	0.00	0.00	0.99	2.85	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	25.7	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	2
Grp Vol (v), veh/h	0	0	0	296	0	0	0	456
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	10.8	0.0	0.0	0.0	11.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.8	0.0	0.0	0.0	11.8
Lane Grp Cap (c), veh/h	0	0	0	977	0	0	0	1158
V/C Ratio (X)	0.00	0.00	0.00	0.30	0.00	0.00	0.00	0.39
Avail Cap (c_a), veh/h	0	0	0	977	0	0	0	1158
Upstream Filter (I)	0.00	0.00	0.00	0.28	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	15.1	0.0	0.0	0.0	31.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	15.3	0.0	0.0	0.0	32.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.4	0.0	0.0	0.0	5.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.2

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.4	0.0	0.0	0.0	5.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.82
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	310	0	0	0	288
Grp Sat Flow (s), veh/h/ln	0	0	0	1893	0	0	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	10.8	0.0	0.0	0.0	17.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.8	0.0	0.0	0.0	17.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.30	0.00	0.02	0.00	0.67	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	1025	0	0	0	517
V/C Ratio (X)	0.00	0.00	0.00	0.30	0.00	0.00	0.00	0.56
Avail Cap (c_a), veh/h	0	0	0	1025	0	0	0	517
Upstream Filter (I)	0.00	0.00	0.00	0.28	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	15.1	0.0	0.0	0.0	33.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	4.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	15.3	0.0	0.0	0.0	38.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.6	0.0	0.0	0.0	6.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.7	0.0	0.0	0.0	7.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.27	0.00	0.00	0.00	4.19
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	62.5
HCM 6th LOS	E

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.



Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	195	3	24	30	0	19
Future Vol, veh/h	195	3	24	30	0	19
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	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	250	4	31	38	0	24

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	254	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-
Pot Cap-1 Maneuver	-	-	1323	-	0
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1323	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	792	-	-	1323	-
HCM Lane V/C Ratio	0.031	-	-	0.023	-
HCM Control Delay (s)	9.7	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Project Completion (2022) WP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	30	181	113	12	26	39	732	157	28	730	3
Future Volume (veh/h)	2	30	181	113	12	26	39	732	157	28	730	3
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	31	189	118	12	27	41	762	164	29	760	3
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	15	238	215	147	42	95	53	942	203	43	1171	992
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.13	0.13	0.08	0.08	0.08	0.03	0.62	0.62	0.02	0.62	0.62
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.6	0.0	72.5	75.2	0.0	63.9	89.9	0.0	27.1	87.0	20.6	10.7
Ln Grp LOS	E	A	E	E	A	E	F	A	C	F	C	B
Approach Vol, veh/h		222			157			967			792	
Approach Delay, s/veh		70.0			72.4			29.7			23.0	
Approach LOS		E			E			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	4.0	11.0	10.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		7.4	96.7	24.1	16.8	8.3	95.9					
Change Period (Y+Rc), s		4.0	6.5	4.7	5.0	4.0	6.5					
Max Green (Gmax), s		16.0	38.5	35.3	35.0	16.0	38.5					
Max Allow Headway (MAH), s		3.8	5.3	4.2	4.2	3.8	5.2					
Max Q Clear (g_c+I1), s		4.3	57.5	18.7	11.3	5.3	39.1					
Green Ext Time (g_e), s		0.0	0.0	0.7	0.5	0.0	0.0					
Prob of Phs Call (p_c)		0.69	1.00	1.00	1.00	0.81	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		115	1810	1810						
Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			1515	1779	520		1900					
Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			326	1610	1170		1610					
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L+T	L	L (Prot)						

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Project Completion (2022) WP - AM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	29	0	33	118	41	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1894	1810	1810	0	0	0
Q Serve Time (g_s), s	2.3	0.0	2.2	9.3	3.3	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.3	0.0	2.2	9.3	3.3	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1810	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.06	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	43	0	253	147	53	0	0	0
V/C Ratio (X)	0.67	0.00	0.13	0.80	0.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	200	0	461	437	200	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	70.2	0.0	55.4	65.5	69.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	16.8	0.0	0.2	9.7	20.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	87.0	0.0	55.6	75.2	89.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.1	0.0	1.1	4.3	1.5	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.4	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.3	0.0	1.1	4.7	1.8	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	0.43	0.31	0.32	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment	T							
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	760	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	37.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	37.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1171	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.65	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1171	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	17.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	20.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	15.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Project Completion (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	16.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.16	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	926	189	39	0	3	0	0
Grp Sat Flow (s), veh/h/ln	0	1841	1610	1689	0	1610	0	0
Q Serve Time (g_s), s	0.0	55.5	16.7	3.2	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	55.5	16.7	3.2	0.0	0.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.18	1.00	0.69	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1145	215	137	0	992	0	0
V/C Ratio (X)	0.00	0.81	0.88	0.28	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1145	392	408	0	992	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.9	61.6	62.8	0.0	10.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.2	10.9	1.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.1	72.5	63.9	0.0	10.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	23.0	6.9	1.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.0	0.6	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	25.0	7.5	1.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.17	2.93	0.07	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
























Intersection Summary

HCM 6th Ctrl Delay	34.5
HCM 6th LOS	C

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Project Completion (2022) WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	9	308	0	43	38	837	278	53	902	3
Future Volume (veh/h)	0	0	9	308	0	43	38	837	278	53	902	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	9	318	0	44	39	863	287	55	930	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	0	40	34	440	0	196	857	2151	1156	151	759	2
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
Prop Arrive On Green	0.00	0.00	0.02	0.12	0.00	0.12	0.95	1.00	1.00	0.08	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	47.4	40.3	0.0	36.3	1.3	0.5	0.5	40.5	159.1	158.1
Ln Grp LOS	A	A	D	D	A	D	A	A	A	D	F	F
Approach Vol, veh/h		9			362			1189			988	
Approach Delay, s/veh		47.4			39.8			0.5			152.0	
Approach LOS		D			D			A			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	6	5					
Case No		2.0	3.0	9.0	11.0	4.0	2.0					
Phs Duration (G+Y+Rc), s		11.5	57.6	15.0	5.9	22.5	46.6					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	18.0	18.0	18.0	18.0	18.0					
Max Allow Headway (MAH), s		3.8	4.9	3.8	4.0	5.2	3.8					
Max Q Clear (g_c+I1), s		4.6	2.0	9.6	2.5	20.5	2.1					
Green Ext Time (g_e), s		0.1	6.5	0.8	0.0	0.0	0.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.20	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.06	0.00	1.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7		5					
Mvmt Sat Flow, veh/h		1810		3619	0		1810					
Through Movement Data												
Assigned Mvmt			2	8	4	6						
Mvmt Sat Flow, veh/h			3610	0	1900	3691						
Right-Turn Movement Data												
Assigned Mvmt			12	18	14	16						
Mvmt Sat Flow, veh/h			1610	1610	1610	12						
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	0	5	0	0			
Lane Assignment		L (Prot)		L			L (Prot)					

HCM 6th Signalized Intersection Capacity Analysis  
 9: Market St & Rivera St

Agua Mansa Industrial  
 Project Completion (2022) WP - AM Peak Hour

Lanes in Grp	1	0	2	0	0	1	0	0
Grp Vol (v), veh/h	55	0	318	0	0	39	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	0	1810	0	0
Q Serve Time (g_s), s	2.6	0.0	7.6	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	2.6	0.0	7.6	0.0	0.0	0.1	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	151	0	440	0	0	857	0	0
V/C Ratio (X)	0.36	0.00	0.72	0.00	0.00	0.05	0.00	0.00
Avail Cap (c_a), veh/h	372	0	744	0	0	857	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.93	0.00	0.00
Uniform Delay (d1), s/veh	39.0	0.0	38.1	0.0	0.0	1.2	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	2.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.5	0.0	40.3	0.0	0.0	1.3	0.0	0.0
1st-Term Q (Q1), veh/ln	1.1	0.0	3.3	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.2	0.0	3.5	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.20	0.00	0.24	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	6	0	0	0
Lane Assignment		T		T	T			
Lanes in Grp	0	2	0	1	1	0	0	0
Grp Vol (v), veh/h	0	863	0	0	455	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	1805	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2151	0	40	371	0	0	0
V/C Ratio (X)	0.00	0.40	0.00	0.00	1.23	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2151	0	391	371	0	0	0
Upstream Filter (I)	0.00	0.93	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	123.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	0.0	159.1	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	7.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	12.7	0.0	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Project Completion (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	20.6	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	1.73	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	20.9	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	18	14	16	0	0	0
Lane Assignment		R	R	R	T+R			
Lanes in Grp	0	1	1	1	1	0	0	0
Grp Vol (v), veh/h	0	287	44	9	478	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1610	1610	1898	0	0	0
Q Serve Time (g_s), s	0.0	0.0	2.2	0.5	18.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	2.2	0.5	18.5	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.01	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1156	196	34	390	0	0	0
V/C Ratio (X)	0.00	0.25	0.22	0.26	1.23	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1156	331	331	390	0	0	0
Upstream Filter (I)	0.00	0.93	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	35.7	43.4	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.6	4.0	122.4	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	36.3	47.4	158.1	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.9	0.2	8.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	13.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.9	0.2	21.6	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.18	0.02	1.81	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	22.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	65.0
HCM 6th LOS	E

### Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Project Completion (2022) WP - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔	↔	↔	↑↑			↑↑	↔
Traffic Volume (veh/h)	0	0	0	102	0	805	217	346	0	0	1056	162
Future Volume (veh/h)	0	0	0	102	0	805	217	346	0	0	1056	162
Number				3	8	18	5	2	12	1	6	16
Initial Q, 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		
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				104	0	0	221	353	0	0	1078	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
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				141	0		261	2907	0	0	2186	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.08	0.00	0.00	0.14	0.81	0.00	0.00	0.61	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				47.9	0.0	0.0	46.4	2.0	0.0	0.0	10.6	0.0
Ln Grp LOS				D	A		D	A	A	A	B	
Approach Vol, veh/h					104			574			1078	
Approach Delay, s/veh					47.9			19.1			10.6	
Approach LOS					D			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	8		5	6					
Case No			4.0	11.0		2.0	7.0					
Phs Duration (G+Y+Rc), s			78.0	12.0		18.0	60.0					
Change Period (Y+Rc), s			5.5	5.0		5.0	5.5					
Max Green (Gmax), s			46.5	33.0		19.0	22.5					
Max Allow Headway (MAH), s			5.2	5.3		3.8	5.2					
Max Q Clear (g_c+I1), s			3.9	7.1		12.7	17.1					
Green Ext Time (g_e), s			2.6	0.5		0.3	3.3					
Prob of Phs Call (p_c)			1.00	0.93		1.00	1.00					
Prob of Max Out (p_x)			0.00	0.00		0.16	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt				3		5	1					
Mvmt Sat Flow, veh/h				1810		1810	0					
<b>Through Movement Data</b>												
Assigned Mvmt			2	8			6					
Mvmt Sat Flow, veh/h			3705	0			3705					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18			16					
Mvmt Sat Flow, veh/h			0	1610			1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt	0	0	3	0	5	1	0	0				
Lane Assignment			L+T		L (Prot)							



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Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	104	0	221	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	5.1	0.0	10.7	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	5.1	0.0	10.7	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	54.5	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	141	0	261	0	0	0
V/C Ratio (X)	0.00	0.00	0.74	0.00	0.85	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	663	0	382	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.78	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	40.6	0.0	37.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.3	0.0	8.9	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	47.9	0.0	46.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	2.2	0.0	4.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	0.6	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.5	0.0	5.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.11	0.00	0.88	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	353	0	0	0	1078	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	1.9	0.0	0.0	0.0	15.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.9	0.0	0.0	0.0	15.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	2907	0	0	0	2186	0	0
V/C Ratio (X)	0.00	0.12	0.00	0.00	0.00	0.49	0.00	0.00
Avail Cap (c_a), veh/h	0	2907	0	0	0	2186	0	0
Upstream Filter (I)	0.00	0.78	0.00	0.00	0.00	0.81	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.9	0.0	0.0	0.0	10.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.0	0.0	0.0	0.0	10.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.4	0.0	0.0	0.0	5.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.0	0.0	0.0	5.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.42	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	126	0	0	975	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	590	0	0	975	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↘					↕↗		↘	↕↗	
Traffic Volume (veh/h)	104	0	772	0	0	0	0	459	152	655	504	0
Future Volume (veh/h)	104	0	772	0	0	0	0	459	152	655	504	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	113	0	839				0	499	0	712	548	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	372	0	598				0	1143		543	2427	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Prop Arrive On Green	0.21	0.00	0.21				0.00	0.32	0.00	0.10	0.22	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	30.5	0.0	226.5				0.0	25.6	0.0	191.5	16.0	0.0
Ln Grp LOS	C	A	F				A	C		F	B	A
Approach Vol, veh/h		952						499			1260	
Approach Delay, s/veh		203.2						25.6			115.2	
Approach LOS		F						C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		32.0	34.0		24.0		66.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	28.5		19.0		60.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		29.0	11.9		21.0		13.2					
Green Ext Time (g_e), s		0.0	3.0		0.0		4.2					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							

HCM 6th Signalized Intersection Capacity Analysis  
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Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	712	0	0	113	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	27.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	27.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	28.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	543	0	0	372	0	0	0	0
V/C Ratio (X)	1.31	0.00	0.00	0.30	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	543	0	0	372	0	0	0	0
Upstream Filter (I)	0.83	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	40.5	0.0	0.0	30.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	151.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	191.5	0.0	0.0	30.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	13.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	35.8	0.0	0.0	2.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	7.15	0.00	0.00	0.11	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	42.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment	T			T				
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	499	0	0	0	548	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	9.9	0.0	0.0	0.0	11.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.9	0.0	0.0	0.0	11.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1143	0	0	0	2427	0	0
V/C Ratio (X)	0.00	0.44	0.00	0.00	0.00	0.23	0.00	0.00
Avail Cap (c_a), veh/h	0	1143	0	0	0	2427	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.83	0.00	0.00
Uniform Delay (d1), s/veh	0.0	24.4	0.0	0.0	0.0	15.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	0.2	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
Control Delay (d), s/veh	0.0	25.6	0.0	0.0	0.0	16.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.1	0.0	0.0	0.0	5.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Project Completion (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	4.3	0.0	0.0	0.0	5.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.29	0.00	0.00	0.00	0.34	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	839	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	598	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	1.40	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	598	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	191.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	226.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	15.9	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	22.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	1.61	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	60.2	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0

Intersection Summary

























HCM 6th Ctrl Delay	129.6
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Project Completion (2022) WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	182	197	126	145	415	121	167	726	54	82	1057	207
Future Volume (veh/h)	182	197	126	145	415	121	167	726	54	82	1057	207
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	196	212	135	156	446	130	180	781	58	88	1137	223
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	223	512	434	198	486	412	221	1337	99	125	1225	546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.27	0.27	0.11	0.26	0.26	0.12	0.39	0.38	0.07	0.34	0.34
Unsig. Movement Delay												
Ln Grp Delay, s/veh	73.9	30.6	29.5	52.5	58.2	30.6	59.2	27.5	27.4	52.7	45.3	27.6
Ln Grp LOS	E	C	C	D	E	C	E	C	C	D	D	C
Approach Vol, veh/h		543			732			1019			1448	
Approach Delay, s/veh		46.0			52.1			33.1			43.0	
Approach LOS		D			D			C			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		10.9	43.2	14.9	30.9	16.2	37.9	16.3	29.6			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		9.8	34.9	15.2	22.1	13.5	31.2	11.8	25.5			
Max Allow Headway (MAH), s		3.8	5.3	3.8	4.8	3.8	5.0	3.8	5.0			
Max Q Clear (g_c+I1), s		6.8	20.1	10.4	11.2	11.7	32.4	12.7	24.8			
Green Ext Time (g_e), s		0.0	4.7	0.2	1.2	0.1	0.0	0.0	0.2			
Prob of Phs Call (p_c)		0.91	1.00	0.99	1.00	0.99	1.00	1.00	1.00			
Prob of Max Out (p_x)		1.00	0.00	0.42	0.08	1.00	0.00	1.00	1.00			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3407		1900		3610		1900			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			253		1610		1610		1610			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Project Completion (2022) WP - AM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	88	0	156	0	180	0	196	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	4.8	0.0	8.4	0.0	9.7	0.0	10.7	0.0
Cycle Q Clear Time (g_c), s	4.8	0.0	8.4	0.0	9.7	0.0	10.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	125	0	198	0	221	0	223	0
V/C Ratio (X)	0.71	0.00	0.79	0.00	0.82	0.00	0.88	0.00
Avail Cap (c_a), veh/h	186	0	284	0	253	0	223	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	45.6	0.0	43.4	0.0	42.8	0.0	43.1	0.0
Incr Delay (d2), s/veh	7.1	0.0	9.1	0.0	16.4	0.0	30.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	52.7	0.0	52.5	0.0	59.2	0.0	73.9	0.0
1st-Term Q (Q1), veh/ln	2.1	0.0	3.7	0.0	4.3	0.0	4.7	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.5	0.0	1.0	0.0	1.9	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.4	0.0	4.2	0.0	5.3	0.0	6.6	0.0
%ile Storage Ratio (RQ%)	0.23	0.00	0.24	0.00	0.53	0.00	1.27	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	414	0	212	0	1137	0	446
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	18.1	0.0	9.2	0.0	30.4	0.0	22.8
Cycle Q Clear Time (g_c), s	0.0	18.1	0.0	9.2	0.0	30.4	0.0	22.8
Lane Grp Cap (c), veh/h	0	708	0	512	0	1225	0	486
V/C Ratio (X)	0.00	0.58	0.00	0.41	0.00	0.93	0.00	0.92
Avail Cap (c_a), veh/h	0	708	0	512	0	1225	0	494
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.0	0.0	30.0	0.0	31.9	0.0	36.2
Incr Delay (d2), s/veh	0.0	3.5	0.0	0.5	0.0	13.4	0.0	22.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.5	0.0	30.6	0.0	45.3	0.0	58.2
1st-Term Q (Q1), veh/ln	0.0	7.5	0.0	4.2	0.0	12.8	0.0	10.4
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.1	0.0	2.3	0.0	3.0

**HCM 6th Signalized Intersection Capacity Analysis**  
**12: Riverside Ave & Agua Mansa Rd**

**Agua Mansa Industrial**  
 Project Completion (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.2	0.0	4.2	0.0	15.1	0.0	13.3
%ile Storage Ratio (RQ%)	0.00	0.31	0.00	0.19	0.00	0.90	0.00	0.75
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Right Lane Group Data**

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	425	0	135	0	223	0	130
Grp Sat Flow (s), veh/h/ln	0	1854	0	1610	0	1610	0	1610
Q Serve Time (g_s), s	0.0	18.1	0.0	6.7	0.0	10.6	0.0	6.5
Cycle Q Clear Time (g_c), s	0.0	18.1	0.0	6.7	0.0	10.6	0.0	6.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.14	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	728	0	434	0	546	0	412
V/C Ratio (X)	0.00	0.58	0.00	0.31	0.00	0.41	0.00	0.32
Avail Cap (c_a), veh/h	0	728	0	434	0	546	0	419
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	24.0	0.0	29.1	0.0	25.3	0.0	30.1
Incr Delay (d2), s/veh	0.0	3.4	0.0	0.4	0.0	2.3	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.4	0.0	29.5	0.0	27.6	0.0	30.6
1st-Term Q (Q1), veh/ln	0.0	7.7	0.0	2.6	0.0	4.0	0.0	2.5
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.4	0.0	2.6	0.0	4.3	0.0	2.6
%ile Storage Ratio (RQ%)	0.00	0.32	0.00	0.12	0.00	0.54	0.00	0.64
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Intersection Summary**

HCM 6th Ctrl Delay	42.5
HCM 6th LOS	D



Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	64	78	407	519	75
Future Vol, veh/h	28	64	78	407	519	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	160	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	31	71	87	452	577	83























Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1019	330	660	0	0
Stage 1	619	-	-	-	-
Stage 2	400	-	-	-	-
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	236	672	938	-	-
Stage 1	505	-	-	-	-
Stage 2	652	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	214	672	938	-	-
Mov Cap-2 Maneuver	338	-	-	-	-
Stage 1	458	-	-	-	-
Stage 2	652	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	1.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	938	-	338	672	-	-
HCM Lane V/C Ratio	0.092	-	0.092	0.106	-	-
HCM Control Delay (s)	9.2	-	16.7	11	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	0.4	-	-

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Project Completion (2022) WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	4	29	4	2	65	108	413	8	108	468	8
Future Volume (veh/h)	7	4	29	4	2	65	108	413	8	108	468	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	4	32	4	2	71	119	454	9	119	514	9
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	17	12	96	9	3	96	146	2593	51	146	2600	45
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.01	0.07	0.06	0.01	0.06	0.06	0.08	0.72	0.72	0.08	0.72	0.72
Unsig. Movement Delay												
Ln Grp Delay, s/veh	81.6	0.0	60.0	92.4	0.0	70.3	69.4	6.3	6.3	69.4	6.4	6.4
Ln Grp LOS	F	A	E	F	A	E	E	A	A	E	A	A
Approach Vol, veh/h		44			77			582			642	
Approach Delay, s/veh		63.9			71.5			19.2			18.1	
Approach LOS		E			E			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		14.0	98.4	4.2	13.5	14.0	98.4	4.8	12.9			
Change Period (Y+Rc), s		3.5	5.3	3.5	4.9	3.5	5.3	3.5	4.9			
Max Green (Gmax), s		21.5	39.7	21.5	30.1	21.5	39.7	21.5	30.1			
Max Allow Headway (MAH), s		3.8	5.2	3.8	5.5	3.8	5.2	3.8	5.6			
Max Q Clear (g_c+I1), s		10.4	7.3	2.3	4.7	10.4	8.1	2.6	7.8			
Green Ext Time (g_e), s		0.2	2.9	0.0	0.1	0.2	3.4	0.0	0.3			
Prob of Phs Call (p_c)		0.99	1.00	0.13	0.99	0.99	1.00	0.25	0.98			
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3620		182		3630		44			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			72		1456		64		1573			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

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Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	119	0	4	0	119	0	8	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	8.4	0.0	0.3	0.0	8.4	0.0	0.6	0.0
Cycle Q Clear Time (g_c), s	8.4	0.0	0.3	0.0	8.4	0.0	0.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	146	0	9	0	146	0	17	0
V/C Ratio (X)	0.82	0.00	0.43	0.00	0.82	0.00	0.46	0.00
Avail Cap (c_a), veh/h	299	0	299	0	299	0	299	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	58.8	0.0	64.5	0.0	58.8	0.0	64.0	0.0
Incr Delay (d2), s/veh	10.5	0.0	28.0	0.0	10.5	0.0	17.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	69.4	0.0	92.4	0.0	69.4	0.0	81.6	0.0
1st-Term Q (Q1), veh/ln	3.9	0.0	0.1	0.0	3.9	0.0	0.3	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	0.1	0.0	0.4	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	4.3	0.0	0.2	0.0	4.3	0.0	0.3	0.0
%ile Storage Ratio (RQ%)	0.74	0.00	0.04	0.00	0.74	0.00	0.06	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	226	0	0	0	255	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	5.3	0.0	0.0	0.0	6.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.3	0.0	0.0	0.0	6.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1293	0	0	0	1293	0	0
V/C Ratio (X)	0.00	0.17	0.00	0.00	0.00	0.20	0.00	0.00
Avail Cap (c_a), veh/h	0	1293	0	0	0	1293	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.0	0.0	0.0	0.0	6.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.3	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
Control Delay (d), s/veh	0.0	6.3	0.0	0.0	0.0	6.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.9	0.0	0.0	0.0	2.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.0	0.0	0.0	0.0	2.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.00	0.00	0.07	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data













Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	237	0	36	0	268	0	73
Grp Sat Flow (s), veh/h/ln	0	1887	0	1638	0	1889	0	1617
Q Serve Time (g_s), s	0.0	5.3	0.0	2.7	0.0	6.1	0.0	5.8
Cycle Q Clear Time (g_c), s	0.0	5.3	0.0	2.7	0.0	6.1	0.0	5.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.04	0.00	0.89	0.00	0.03	0.00	0.97
Lane Grp Cap (c), veh/h	0	1352	0	108	0	1353	0	99
V/C Ratio (X)	0.00	0.18	0.00	0.33	0.00	0.20	0.00	0.74
Avail Cap (c_a), veh/h	0	1352	0	379	0	1353	0	374
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	6.0	0.0	58.2	0.0	6.1	0.0	60.2
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.8	0.0	0.3	0.0	10.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.3	0.0	60.0	0.0	6.4	0.0	70.3
1st-Term Q (Q1), veh/ln	0.0	2.0	0.0	1.1	0.0	2.3	0.0	2.4
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.1	0.0	1.2	0.0	2.4	0.0	2.7
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.06	0.00	0.07	0.00	0.17
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	23.1
HCM 6th LOS	C

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Project Completion (2022) WP - AM Peak Hour

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			 						
Traffic Volume (veh/h)	37	13	473	50	10	512			
Future Volume (veh/h)	37	13	473	50	10	512			
Number	3	18	2	12	1	6			
Initial Q, 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			
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	40	14	514	54	11	557			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes				Yes				
Cap, veh/h	140	125	2290	240	50	1499			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.08	0.08	0.69	0.68	0.03	0.79			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	27.2	26.1	3.7	3.8	30.7	2.0			
Ln Grp LOS	C	C	A	A	C	A			
Approach Vol, veh/h	54		568			568			
Approach Delay, s/veh	26.9		3.7			2.6			
Approach LOS	C		A			A			
Timer:		1	2	3	4	5	6	7	8
Assigned Phs		1	2	8			6		
Case No		2.0	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s		5.7	45.7	8.7			51.3		
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5		
Max Green (Gmax), s		7.0	21.5	18.0			33.0		
Max Allow Headway (MAH), s		3.8	5.3	3.9			5.2		
Max Q Clear (g_c+I1), s		2.4	5.4	3.3			7.2		
Green Ext Time (g_e), s		0.0	3.1	0.1			3.9		
Prob of Phs Call (p_c)		0.17	1.00	0.59			1.00		
Prob of Max Out (p_x)		0.19	0.00	0.00			0.01		
<b>Left-Turn Movement Data</b>									
Assigned Mvmt		1	5	3					
Mvmt Sat Flow, veh/h		1810	0	1810					
<b>Through Movement Data</b>									
Assigned Mvmt			2	8			6		
Mvmt Sat Flow, veh/h			3392	0			1900		
<b>Right-Turn Movement Data</b>									
Assigned Mvmt			12	18			16		
Mvmt Sat Flow, veh/h			345	1610			0		
<b>Left Lane Group Data</b>									
Assigned Mvmt		1	5	3	0	0	0	0	0
Lane Assignment		L (Prot)		L					

**HCM 6th Signalized Intersection Capacity Analysis**  
**15: Agua Mansa Rd & Transfer Station Driveway**

**Agua Mansa Industrial**  
 Project Completion (2022) WP - AM Peak Hour

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	11	0	40	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	0	0	0	0
Q Serve Time (g_s), s	0.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	50	0	140	0	0	0	0	0
V/C Ratio (X)	0.22	0.00	0.28	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	226	0	558	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	28.5	0.0	26.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	30.7	0.0	27.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.5	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.6	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	281	0	0	0	557	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	3.4	0.0	0.0	0.0	5.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.4	0.0	0.0	0.0	5.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1254	0	0	0	1499	0	0
V/C Ratio (X)	0.00	0.22	0.00	0.00	0.00	0.37	0.00	0.00
Avail Cap (c_a), veh/h	0	1254	0	0	0	1499	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.3	0.0	0.0	0.0	1.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.2	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
Control Delay (d), s/veh	0.0	3.7	0.0	0.0	0.0	2.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	0.0	0.0	0.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Project Completion (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.9	0.0	0.0	0.0	0.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	287	14	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1838	1610	0	0	0	0	0
Q Serve Time (g_s), s	0.0	3.4	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.4	0.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.19	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1276	125	0	0	0	0	0
V/C Ratio (X)	0.00	0.23	0.11	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1276	496	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.4	25.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	3.8	26.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.8	0.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.9	0.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.01	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	4.2
HCM 6th LOS	A

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑		↑	
Traffic Vol, veh/h	8	78	43	54	5	2
Future Vol, veh/h	8	78	43	54	5	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	78	43	54	5	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	97	0	-	0	125 70
Stage 1	-	-	-	-	70 -
Stage 2	-	-	-	-	55 -
Critical Hdwy	4.1	-	-	-	6.6 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1509	-	-	-	869 998
Stage 1	-	-	-	-	958 -
Stage 2	-	-	-	-	967 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1509	-	-	-	864 998
Mov Cap-2 Maneuver	-	-	-	-	864 -
Stage 1	-	-	-	-	952 -
Stage 2	-	-	-	-	967 -

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)	1509	-	-	-	898
HCM Lane V/C Ratio	0.005	-	-	-	0.008
HCM Control Delay (s)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	5	78	95	21	6	2
Future Vol, veh/h	5	78	95	21	6	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	78	95	21	6	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	116	0	-	0	155 58
Stage 1	-	-	-	-	106 -
Stage 2	-	-	-	-	49 -
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	1485	-	-	-	827 1002
Stage 1	-	-	-	-	913 -
Stage 2	-	-	-	-	973 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1485	-	-	-	824 1002
Mov Cap-2 Maneuver	-	-	-	-	824 -
Stage 1	-	-	-	-	909 -
Stage 2	-	-	-	-	973 -

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)	1485	-	-	-	862
HCM Lane V/C Ratio	0.003	-	-	-	0.009
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	5.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	
Traffic Vol, veh/h	19	62	3	16	48	26	64	33	6	16	22	3
Future Vol, veh/h	19	62	3	16	48	26	64	33	6	16	22	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	69	3	18	53	29	71	37	7	18	24	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	82	0	0	72	0	0	188	231	36	199	218	41
Stage 1	-	-	-	-	-	-	113	113	-	104	104	-
Stage 2	-	-	-	-	-	-	75	118	-	95	114	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1528	-	-	1541	-	-	761	672	1035	747	684	1028
Stage 1	-	-	-	-	-	-	886	806	-	896	813	-
Stage 2	-	-	-	-	-	-	931	802	-	907	805	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1528	-	-	1541	-	-	723	655	1035	696	666	1028
Mov Cap-2 Maneuver	-	-	-	-	-	-	723	655	-	696	666	-
Stage 1	-	-	-	-	-	-	874	795	-	883	803	-
Stage 2	-	-	-	-	-	-	889	792	-	848	794	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			1.3			10.5			10.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	723	694	1528	-	-	1541	-	-	696
HCM Lane V/C Ratio	0.098	0.062	0.014	-	-	0.012	-	-	0.065
HCM Control Delay (s)	10.5	10.5	7.4	0	-	7.4	0	-	10.5
HCM Lane LOS	B	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0.2	0	-	-	0	-	-	0.2

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	91	110	44	0	2
Future Vol, veh/h	0	91	110	44	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	91	110	44	0	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	- 77
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0 975
Stage 1	0	-	-	-	0 -
Stage 2	0	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	- 975
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	975
HCM Lane V/C Ratio	-	-	-	0.002
HCM Control Delay (s)	-	-	-	8.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Project Completion (2022) WP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	58	17	479	51	463	35	360	547	476	561	21
Future Volume (veh/h)	36	58	17	479	51	463	35	360	547	476	561	21
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	62	18	510	54	0	37	383	582	506	597	22
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	142	111	32	250	26		105	1391	620	362	1904	849
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.08	0.07	0.15	0.15	0.00	0.06	0.39	0.39	0.20	0.53	0.53
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.2	0.0	58.9	532.5	0.0	0.0	58.7	26.9	60.7	245.2	17.2	14.2
Ln Grp LOS	E	A	E	F	A		E	C	E	F	B	B
Approach Vol, veh/h		118			564			1002			1125	
Approach Delay, s/veh		57.7			532.5			47.7			119.7	
Approach LOS		E			F			D			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	3.0	10.0	11.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		30.0	55.2	14.8	25.0	12.2	72.9					
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7					
Max Green (Gmax), s		25.0	38.0	20.0	19.0	20.0	* 44					
Max Allow Headway (MAH), s		3.8	4.5	4.8	5.3	3.8	5.2					
Max Q Clear (g_c+I1), s		27.0	45.5	7.3	21.0	4.5	13.7					
Green Ext Time (g_e), s		0.0	0.0	0.3	0.0	0.0	4.5					
Prob of Phs Call (p_c)		1.00	1.00	0.98	1.00	0.72	1.00					
Prob of Max Out (p_x)		1.00	0.00	0.00	1.00	0.00	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		1810	1644	1810						
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3610	1415	174		3610					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			1610	411	1610		1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L	L+T	L (Prot)						

**HCM 6th Signalized Intersection Capacity Analysis**  
**1: Rubidoux Blvd & 20th St/Market St**

**Agua Mansa Industrial**  
 Project Completion (2022) WP - PM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	506	0	38	564	37	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1818	1810	0	0	0
Q Serve Time (g_s), s	25.0	0.0	2.5	19.0	2.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	25.0	0.0	2.5	19.0	2.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.90	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	362	0	142	276	105	0	0	0
V/C Ratio (X)	1.40	0.00	0.27	2.04	0.35	0.00	0.00	0.00
Avail Cap (c_a), veh/h	362	0	290	276	290	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.86	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	50.0	0.0	54.2	53.2	56.6	0.0	0.0	0.0
Incr Delay (d2), s/veh	195.2	0.0	1.0	479.3	2.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	245.2	0.0	55.2	532.5	58.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	11.2	0.0	1.1	8.7	1.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	19.6	0.0	0.0	36.8	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	30.9	0.0	1.2	45.5	1.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	3.86	0.00	0.27	2.61	0.33	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	36.0	0.0	0.0	71.9	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.5	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	383	0	0	0	597	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	9.1	0.0	0.0	0.0	11.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.1	0.0	0.0	0.0	11.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1391	0	0	0	1904	0	0
V/C Ratio (X)	0.00	0.28	0.00	0.00	0.00	0.31	0.00	0.00
Avail Cap (c_a), veh/h	0	1391	0	0	0	1904	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	26.4	0.0	0.0	0.0	16.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.4	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
Control Delay (d), s/veh	0.0	26.9	0.0	0.0	0.0	17.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.0	0.0	0.0	0.0	4.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Project Completion (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	4.0	0.0	0.0	0.0	4.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.14	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	T+R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	582	80	0	0	22	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1826	1610	0	1610	0	0
Q Serve Time (g_s), s	0.0	43.5	5.3	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	43.5	5.3	0.0	0.0	0.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.22	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	620	144	245	0	849	0	0
V/C Ratio (X)	0.00	0.94	0.56	0.00	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	620	292	245	0	849	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	37.0	55.5	0.0	0.0	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	23.7	3.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	60.7	58.9	0.0	0.0	14.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	16.8	2.4	0.0	0.0	0.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	4.1	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	20.9	2.6	0.0	0.0	0.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	3.37	0.12	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	174.3
HCM 6th LOS	F

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 6th Signalized Intersection Capacity Analysis

## 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Project Completion (2022) WP - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	46	31	17	63	17	16	28	934	41	6	835	11
Future Volume (veh/h)	46	31	17	63	17	16	28	934	41	6	835	11
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	49	33	18	67	18	17	30	994	44	6	888	12
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	131	57	27	164	28	24	90	2440	108	90	2528	34
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.08	0.09	0.08	0.08	0.09	0.05	0.69	0.70	0.05	0.69	0.69
Unsig. Movement Delay												
Ln Grp Delay, s/veh	37.5	0.0	0.0	37.6	0.0	0.0	37.7	5.7	5.7	36.5	5.8	5.7
Ln Grp LOS	D	A	A	D	A	A	D	A	A	D	A	A
Approach Vol, veh/h		100			102			1068			906	
Approach Delay, s/veh		37.5			37.6			6.6			5.9	
Approach LOS		D			D			A			A	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4	5	6		8			
Case No		2.0	4.0		8.0	2.0	4.0		8.0			
Phs Duration (G+Y+Rc), s		7.7	61.4		10.9	7.7	61.4		10.9			
Change Period (Y+Rc), s		3.7	6.0		* 4.2	3.7	6.0		* 4.2			
Max Green (Gmax), s		16.3	34.0		* 16	16.3	34.0		* 16			
Max Allow Headway (MAH), s		3.8	5.2		5.3	3.8	5.2		5.4			
Max Q Clear (g_c+I1), s		2.3	11.7		6.2	3.3	9.9		6.4			
Green Ext Time (g_e), s		0.0	7.3		0.3	0.0	6.2		0.3			
Prob of Phs Call (p_c)		1.00	1.00		0.99	1.00	1.00		0.99			
Prob of Max Out (p_x)		0.00	0.00		0.05	0.00	0.00		0.07			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1			7	5			3			
Mvmt Sat Flow, veh/h		1810			769	1810			1082			
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3521		686		3647		342			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			156		319		49		285			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	0	7	5	0	0	3			
Lane Assignment		L (Prot)			L+T+R	L (Prot)			L+T+R			

HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Project Completion (2022) WP - PM Peak Hour

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	6	0	0	100	30	0	0	102
Grp Sat Flow (s), veh/h/ln	1810	0	0	1774	1810	0	0	1708
Q Serve Time (g_s), s	0.3	0.0	0.0	0.0	1.3	0.0	0.0	0.2
Cycle Q Clear Time (g_c), s	0.3	0.0	0.0	4.2	1.3	0.0	0.0	4.4
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1395	0	0	0	1375
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1855	0	0	0	1810
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	6.2	0.0	0.0	0.0	6.2
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	1.7	0.0	0.0	0.0	1.9
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.2
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.49	1.00	0.00	0.00	0.66
Lane Grp Cap (c), veh/h	90	0	0	203	90	0	0	206
V/C Ratio (X)	0.07	0.00	0.00	0.49	0.33	0.00	0.00	0.50
Avail Cap (c_a), veh/h	369	0	0	383	369	0	0	376
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.45	0.00	0.00	1.00
Uniform Delay (d1), s/veh	36.2	0.0	0.0	35.6	36.7	0.0	0.0	35.8
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.8	1.0	0.0	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	36.5	0.0	0.0	37.5	37.7	0.0	0.0	37.6
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	1.9	0.6	0.0	0.0	1.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.0	2.0	0.6	0.0	0.0	2.0
%ile Storage Ratio (RQ%)	0.02	0.00	0.00	0.22	0.10	0.00	0.00	0.25
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	510	0	0	0	440	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	9.7	0.0	0.0	0.0	7.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.7	0.0	0.0	0.0	7.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	1251	0	0	0	1251	0	0
V/C Ratio (X)	0.00	0.41	0.00	0.00	0.00	0.35	0.00	0.00
Avail Cap (c_a), veh/h	0	1251	0	0	0	1251	0	0
Upstream Filter (I)	0.00	0.45	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.2	0.0	0.0	0.0	5.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.7	0.0	0.0	0.0	5.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.8	0.0	0.0	0.0	2.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.3	0.0	0.0



## HCM 6th Signalized Intersection Capacity Analysis 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Project Completion (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.9	0.0	0.0	0.0	2.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R				T+R			
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	528	0	0	0	460	0	0
Grp Sat Flow (s), veh/h/ln	0	1872	0	0	0	1891	0	0
Q Serve Time (g_s), s	0.0	9.6	0.0	0.0	0.0	7.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.6	0.0	0.0	0.0	7.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	0.18	0.00	0.03	0.00	0.17
Lane Grp Cap (c), veh/h	0	1297	0	0	0	1311	0	0
V/C Ratio (X)	0.00	0.41	0.00	0.00	0.00	0.35	0.00	0.00
Avail Cap (c_a), veh/h	0	1297	0	0	0	1311	0	0
Upstream Filter (I)	0.00	0.45	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.2	0.0	0.0	0.0	5.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	5.7	0.0	0.0	0.0	5.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.9	0.0	0.0	0.0	2.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.0	0.0	0.0	0.0	2.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary




















HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Project Completion (2022) WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	0	166	519	98	92	51	990	0	0	968	16
Future Volume (veh/h)	29	0	166	519	98	92	51	990	0	0	968	16
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	30	0	173	541	102	96	53	1031	0	0	1008	17
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
Opposing Right Turn Influence	Yes			Yes			Yes			No		
Cap, veh/h	781	0	787	556	88	83	160	1269	0	0	1277	22
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.49	0.00	0.49	0.48	0.49	0.49	0.35	0.35	0.00	0.00	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.4	0.0	10.3	61.8	0.0	0.0	36.6	26.4	0.0	0.0	26.9	26.6
Ln Grp LOS	A	A	B	F	A	A	D	C	A	A	C	C
Approach Vol, veh/h		203			739			1084			1025	
Approach Delay, s/veh		10.2			61.8			26.9			26.8	
Approach LOS		B			E			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4		6		8			
Case No			6.0		8.0		8.0		7.0			
Phs Duration (G+Y+Rc), s			30.0		40.0		30.0		40.0			
Change Period (Y+Rc), s			5.4		5.8		5.4		5.8			
Max Green (Gmax), s			24.6		34.2		24.6		34.2			
Max Allow Headway (MAH), s			5.8		4.6		5.7		3.3			
Max Q Clear (g_c+I1), s			26.0		35.7		19.4		6.3			
Green Ext Time (g_e), s			0.0		0.0		3.1		0.4			
Prob of Phs Call (p_c)			1.00		1.00		1.00		1.00			
Prob of Max Out (p_x)			1.00		1.00		1.00		0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7		1		3			
Mvmt Sat Flow, veh/h			559		956		0		1388			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3705		180		3728		0			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			0		170		61		1610			
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	1	0	3				
Lane Assignment		L		L+T+R				L+T				

HCM 6th Signalized Intersection Capacity Analysis  
 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Project Completion (2022) WP - PM Peak Hour

Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	53	0	739	0	0	0	30
Grp Sat Flow (s), veh/h/ln	0	559	0	1306	0	0	0	1388
Q Serve Time (g_s), s	0.0	6.6	0.0	32.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.0	0.0	33.7	0.0	0.0	0.0	0.8
Perm LT Sat Flow (s_l), veh/h/ln	0	559	0	1231	0	0	0	1203
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1391
Perm LT Eff Green (g_p), s	0.0	24.6	0.0	33.7	0.0	0.0	0.0	34.2
Perm LT Serve Time (g_u), s	0.0	7.2	0.0	32.9	0.0	0.0	0.0	0.5
Perm LT Q Serve Time (g_ps), s	0.0	6.6	0.0	32.9	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.73	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	160	0	718	0	0	0	781
V/C Ratio (X)	0.00	0.33	0.00	1.03	0.00	0.00	0.00	0.04
Avail Cap (c_a), veh/h	0	160	0	718	0	0	0	781
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	31.2	0.0	20.4	0.0	0.0	0.0	9.4
Incr Delay (d2), s/veh	0.0	5.5	0.0	41.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	36.6	0.0	61.8	0.0	0.0	0.0	9.4
1st-Term Q (Q1), veh/ln	0.0	0.9	0.0	11.7	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	8.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.1	0.0	19.9	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.34	0.00	0.88	0.00	0.00	0.00	0.01
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	1031	0	0	0	501	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	18.1	0.0	0.0	0.0	17.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	18.1	0.0	0.0	0.0	17.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1269	0	0	0	634	0	0
V/C Ratio (X)	0.00	0.81	0.00	0.00	0.00	0.79	0.00	0.00
Avail Cap (c_a), veh/h	0	1269	0	0	0	634	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.95	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.6	0.0	0.0	0.0	20.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.8	0.0	0.0	0.0	6.5	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
Control Delay (d), s/veh	0.0	26.4	0.0	0.0	0.0	26.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.0	0.0	0.0	0.0	6.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	1.1	0.0	0.0

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Project Completion (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.0	0.0	0.0	0.0	7.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.45	0.00	0.00	0.00	0.13	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

#### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						T+R		R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	524	0	173
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1889	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	17.4	0.0	4.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	17.4	0.0	4.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.13	0.00	0.03	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	664	0	787
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.79	0.00	0.22
Avail Cap (c_a), veh/h	0	0	0	0	0	664	0	787
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.95	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	20.4	0.0	10.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	6.2	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	26.6	0.0	10.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	7.0	0.0	1.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	8.2	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0






















#### Intersection Summary

HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Portage Rd (2022) WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	616	42	408	15	0	3	0	650	266	96	970	0
Future Volume (veh/h)	616	42	408	15	0	3	0	650	266	96	970	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	642	44	425	16	0	3	0	677	277	100	1010	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	403	30	0	0	0	625	256	123	1288	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
Prop Arrive On Green	0.25	0.25	0.25	0.02	0.00	0.00	0.00	0.25	0.25	0.07	0.36	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	150.3	0.0	112.8	73.7	0.0	0.0	0.0	119.3	120.4	69.1	45.1	0.0
Ln Grp LOS	F	A	F	E	A	A	A	F	F	E	D	A
Approach Vol, veh/h		1111			16			954			1110	
Approach Delay, s/veh		0.0			73.7			119.8			47.2	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	14.9	40.8	7.7		55.3					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.3	2.8	4.8	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	9.6	37.0	3.2		37.0					
Green Ext Time (g_e), s		0.0	0.1	0.0	0.0		5.6					
Prob of Phs Call (p_c)		1.00	0.98	1.00	0.46		1.00					
Prob of Max Out (p_x)		1.00	0.00	1.00	0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
Through Movement Data												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		2594		0			3705					
Right-Turn Movement Data												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		1022		1610			0					
Left Lane Group Data												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Portage Rd (2022) WP - PM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	100	686	16	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	7.6	0.0	1.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.6	0.0	1.2	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1436	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.94	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	123	0	30	0	0	0	0
V/C Ratio (X)	0.00	0.81	0.00	0.53	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	64.3	150.3	68.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.8	0.0	5.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	69.1	150.3	73.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.5	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.7	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.80	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	489	0	0	0	0	1010	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1288	0	0
V/C Ratio (X)	1.08	0.00	0.00	0.00	0.00	0.78	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	40.2	0.0	0.0
Incr Delay (d2), s/veh	66.8	0.0	0.0	0.0	0.0	4.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	119.3	0.0	0.0	0.0	0.0	45.1	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	15.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	8.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

## 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Portage Rd

Printed on 02/13/2020 at 10:00 AM (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	24.2	0.0	0.0	0.0	0.0	16.4	0.0	0.0
%ile Storage Ratio (RQ%)	1.10	0.00	0.00	0.00	0.00	1.54	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	465	0	425	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1716	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.60	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	429	0	403	0	0	0	0	0
V/C Ratio (X)	1.08	0.00	1.06	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	429	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	52.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	67.9	0.0	60.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	120.4	0.0	112.8	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	15.0	0.0	14.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	8.1	0.0	6.7	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	23.1	0.0	20.8	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.05	0.00	20.84	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	9.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	52.6
HCM 6th LOS	D




















### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Capacity Analysis

## 6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	571	510	0	0	550	251	0	2	1	222	1	444
Future Volume (veh/h)	571	510	0	0	550	251	0	2	1	222	1	444
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	595	531	0	0	573	261	0	2	1	231	1	462
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	540	2362	0	2	1158	517	0	527	263	264	3	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.30	0.65	0.00	0.00	0.32	0.32	0.00	0.44	0.44	0.44	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	103.0	8.5	0.0	0.0	34.4	36.5	0.0	0.0	18.9	63.2	0.0	0.0
Ln Grp LOS	F	A	A	A	C	D	A	A	B	E	A	A
Approach Vol, veh/h		1126			834			3			694	
Approach Delay, s/veh		58.5			35.1			18.9			63.2	
Approach LOS		E			D			B			E	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6	7	8			
Case No			8.0	2.0	4.0		8.0	2.0	3.0			
Phs Duration (G+Y+Rc), s			59.5	0.0	85.0		59.5	40.0	45.0			
Change Period (Y+Rc), s			* 5.9	* 4.2	6.5		5.9	* 4.2	6.5			
Max Green (Gmax), s			* 30	* 16	58.5		29.1	* 36	38.5			
Max Allow Headway (MAH), s			5.3	0.0	5.2		5.5	3.8	4.9			
Max Q Clear (g_c+I1), s			2.1	0.0	9.2		54.4	37.8	17.8			
Green Ext Time (g_e), s			0.0	0.0	4.1		0.0	0.0	4.8			
Prob of Phs Call (p_c)			1.00	0.00	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00	1.00	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5	3			1	7				
Mvmt Sat Flow, veh/h			0	1810			507	1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			1195		3705		6		3610			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			597		0		1023		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		0	5	3	0	0	1	7	0			
Lane Assignment			L (Prot)				L+T+R		L (Prot)			



HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) WP - PM Peak Hour

Lanes in Grp	0	0	1	0	0	1	1	0
Grp Vol (v), veh/h	0	0	0	0	0	694	595	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	0	1536	1810	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	51.6	35.8	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	52.4	35.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	1436	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	52.4	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	51.6	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	51.6	0.0	0.0
Time to First Blk (g_f), s	0.0	52.9	0.0	0.0	0.0	0.4	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	0.33	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	2	0	0	711	540	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.98	1.10	0.00
Avail Cap (c_a), veh/h	0	0	238	0	0	711	540	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.55	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	34.7	42.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	28.5	60.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	63.2	103.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	20.3	15.8	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	5.6	9.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	25.9	24.9	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.82	6.22	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	13.8	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	531	0	0	0	573
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	7.2	0.0	0.0	0.0	15.4
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	7.2	0.0	0.0	0.0	15.4
Lane Grp Cap (c), veh/h	0	0	0	2362	0	0	0	1158
V/C Ratio (X)	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.49
Avail Cap (c_a), veh/h	0	0	0	2362	0	0	0	1158
Upstream Filter (I)	0.00	0.00	0.00	0.55	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	8.4	0.0	0.0	0.0	32.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	8.5	0.0	0.0	0.0	34.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	2.7	0.0	0.0	0.0	6.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	2.7	0.0	0.0	0.0	7.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.16	0.00	0.00	0.00	1.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R			R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	3	0	0	0	0	0	261
Grp Sat Flow (s), veh/h/ln	0	1792	0	0	0	0	0	1610
Q Serve Time (g_s), s	0.0	0.1	0.0	0.0	0.0	0.0	0.0	15.8
Cycle Q Clear Time (g_c), s	0.0	0.1	0.0	0.0	0.0	0.0	0.0	15.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.33	0.00	0.00	0.00	0.67	0.00	1.00
Lane Grp Cap (c), veh/h	0	790	0	0	0	0	0	517
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.51
Avail Cap (c_a), veh/h	0	790	0	0	0	0	0	517
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.8	0.0	0.0	0.0	0.0	0.0	33.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.9	0.0	0.0	0.0	0.0	0.0	36.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.69
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	52.3
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	229	5	16	70	0	13
Future Vol, veh/h	229	5	16	70	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	246	5	17	75	0	14






















Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	251	0	- 249
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	- 6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	- 3.3
Pot Cap-1 Maneuver	-	-	1326	-	0 795
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1326	-	- 795
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	795	-	-	1326	-
HCM Lane V/C Ratio	0.018	-	-	0.013	-
HCM Control Delay (s)	9.6	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Project Completion (2022) WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	13	226	233	30	27	54	771	59	12	713	2
Future Volume (veh/h)	3	13	226	233	30	27	54	771	59	12	713	2
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	13	233	240	31	28	56	795	61	12	735	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	57	245	258	271	138	124	73	936	72	24	970	822
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.16	0.16	0.15	0.15	0.15	0.04	0.54	0.53	0.01	0.51	0.51
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.7	0.0	76.6	72.6	0.0	54.8	84.6	0.0	37.5	86.4	33.9	17.4
Ln Grp LOS	D	A	E	E	A	D	F	A	D	F	C	B
Approach Vol, veh/h		249			299			912			749	
Approach Delay, s/veh		75.0			69.1			40.4			34.7	
Approach LOS		E			E			D			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	4.0	11.0	10.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		5.9	84.4	28.0	26.7	9.8	80.5					
Change Period (Y+Rc), s		4.0	6.5	4.7	5.0	4.0	6.5					
Max Green (Gmax), s		16.0	38.5	35.3	35.0	16.0	38.5					
Max Allow Headway (MAH), s		3.8	5.3	4.1	4.1	3.8	5.2					
Max Q Clear (g_c+I1), s		3.0	58.3	22.6	20.9	6.4	46.8					
Green Ext Time (g_e), s		0.0	0.0	0.7	0.9	0.1	0.0					
Prob of Phs Call (p_c)		0.38	1.00	1.00	1.00	0.90	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		353	1810	1810						
Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			1742	1529	920		1900					
Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			134	1610	831		1610					
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L+T	L	L (Prot)						

**HCM 6th Signalized Intersection Capacity Analysis**  
**8: Market St & Via Cerro**

**Agua Mansa Industrial**  
 Project Completion (2022) WP - PM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	12	0	16	240	56	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1882	1810	1810	0	0	0
Q Serve Time (g_s), s	1.0	0.0	1.0	18.9	4.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	1.0	18.9	4.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1810	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.19	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	24	0	302	271	73	0	0	0
V/C Ratio (X)	0.50	0.00	0.05	0.89	0.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	200	0	458	437	200	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	71.1	0.0	51.6	60.4	68.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	15.3	0.0	0.1	12.2	15.6	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	86.4	0.0	51.7	72.6	84.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.5	8.7	2.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.9	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.5	9.6	2.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.07	0.00	0.20	0.63	0.43	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment	T							
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	735	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	44.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	44.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	970	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.76	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	970	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	28.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	5.5	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
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	33.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	20.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

## 8: Market St & Via Cerro

Agua Mansa Industrial  
Project Completion (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	21.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.21	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	856	233	59	0	2	0	0
Grp Sat Flow (s), veh/h/ln	0	1876	1610	1750	0	1610	0	0
Q Serve Time (g_s), s	0.0	56.3	20.6	4.3	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	56.3	20.6	4.3	0.0	0.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	1.00	0.47	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1008	258	262	0	822	0	0
V/C Ratio (X)	0.00	0.85	0.90	0.23	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1008	392	423	0	822	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	28.6	59.7	54.3	0.0	17.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	8.9	16.9	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.5	76.6	54.8	0.0	17.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	24.8	8.4	1.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.5	1.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	27.3	9.6	1.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.18	3.76	0.10	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
























### Intersection Summary

HCM 6th Ctrl Delay	46.2
HCM 6th LOS	D

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Project Completion (2022) WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	17	90	272	1	46	10	763	262	97	960	1
Future Volume (veh/h)	2	17	90	272	1	46	10	763	262	97	960	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	18	97	293	0	49	11	820	282	104	1032	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	15	136	129	381	0	169	636	2178	1141	142	1221	1
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.08	0.08	0.11	0.00	0.11	0.35	0.60	0.60	0.08	0.33	0.33
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.8	0.0	62.6	56.2	0.0	50.5	25.4	12.7	6.7	61.3	45.0	44.7
Ln Grp LOS	D	A	E	E	A	D	C	B	A	E	D	D
Approach Vol, veh/h		117			342			1113			1137	
Approach Delay, s/veh		60.8			55.3			11.3			46.4	
Approach LOS		E			E			B			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	6	5					
Case No		2.0	3.0	9.0	11.0	4.0	2.0					
Phs Duration (G+Y+Rc), s		13.4	76.4	16.6	13.6	43.6	46.2					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	48.0	18.0	18.0	48.0	18.0					
Max Allow Headway (MAH), s		3.8	4.9	3.8	4.2	5.2	3.8					
Max Q Clear (g_c+I1), s		8.7	16.0	11.5	9.1	33.1	2.5					
Green Ext Time (g_e), s		0.1	8.0	0.7	0.2	6.0	0.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.98	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.19	0.02	0.37	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7		5					
Mvmt Sat Flow, veh/h		1810		3619	189		1810					
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4	6						
Mvmt Sat Flow, veh/h			3610	0	1701	3701						
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14	16						
Mvmt Sat Flow, veh/h			1610	1610	1610	4						
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	0	5	0	0			
Lane Assignment		L (Prot)		L	L+T		L (Prot)					

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Project Completion (2022) WP - PM Peak Hour

Lanes in Grp	1	0	2	1	0	1	0	0
Grp Vol (v), veh/h	104	0	293	20	0	11	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1891	0	1810	0	0
Q Serve Time (g_s), s	6.7	0.0	9.5	1.2	0.0	0.5	0.0	0.0
Cycle Q Clear Time (g_c), s	6.7	0.0	9.5	1.2	0.0	0.5	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.10	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	142	0	381	151	0	636	0	0
V/C Ratio (X)	0.73	0.00	0.77	0.13	0.00	0.02	0.00	0.00
Avail Cap (c_a), veh/h	279	0	558	291	0	636	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	0.00	0.97	0.00	0.00
Uniform Delay (d1), s/veh	54.1	0.0	52.3	51.4	0.0	25.4	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.0	3.9	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	61.3	0.0	56.2	51.8	0.0	25.4	0.0	0.0
1st-Term Q (Q1), veh/ln	3.1	0.0	4.3	0.6	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.4	0.0	4.5	0.6	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.56	0.00	0.31	0.05	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	6	0	0	0
Lane Assignment		T			T			
Lanes in Grp	0	2	0	0	1	0	0	0
Grp Vol (v), veh/h	0	820	0	0	503	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	1805	0	0	0
Q Serve Time (g_s), s	0.0	14.0	0.0	0.0	31.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.0	0.0	0.0	31.1	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2178	0	0	595	0	0	0
V/C Ratio (X)	0.00	0.38	0.00	0.00	0.85	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2178	0	0	730	0	0	0
Upstream Filter (I)	0.00	0.97	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.2	0.0	0.0	37.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	7.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.7	0.0	0.0	45.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.5	0.0	0.0	13.6	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	1.3	0.0	0.0	0.0



# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.6	0.0	0.0	14.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.43	0.00	0.00	1.25	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	18	14	16	0	0	0
Lane Assignment		R	R	R	T+R			
Lanes in Grp	0	1	1	1	1	0	0	0
Grp Vol (v), veh/h	0	282	49	97	530	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1610	1610	1899	0	0	0
Q Serve Time (g_s), s	0.0	7.4	3.4	7.1	31.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.4	3.4	7.1	31.1	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1141	169	129	626	0	0	0
V/C Ratio (X)	0.00	0.25	0.29	0.75	0.85	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1141	248	248	768	0	0	0
Upstream Filter (I)	0.00	0.97	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.2	49.5	54.0	37.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.9	8.6	7.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.7	50.5	62.6	44.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.5	1.4	2.9	14.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.3	1.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.7	1.4	3.2	15.6	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.28	0.28	0.28	1.31	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C

### Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↷	↶	↶↶			↶↶	↷
Traffic Volume (veh/h)	0	0	0	77	0	625	544	408	0	0	1117	205
Future Volume (veh/h)	0	0	0	77	0	625	544	408	0	0	1117	205
Number				3	8	18	5	2	12	1	6	16
Initial Q, 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		
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				79	0	0	555	416	0	0	1140	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
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				106	0		594	2999	0	0	1625	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.06	0.00	0.00	0.33	0.83	0.00	0.00	0.45	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				53.8	0.0	0.0	46.6	1.6	0.0	0.0	22.8	0.0
Ln Grp LOS				D	A		D	A	A	A	C	
Approach Vol, veh/h					79			971			1140	
Approach Delay, s/veh					53.8			27.4			22.8	
Approach LOS					D			C			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	8		5	6					
Case No			4.0	11.0		2.0	7.0					
Phs Duration (G+Y+Rc), s			84.4	10.6		36.2	48.3					
Change Period (Y+Rc), s			5.5	5.0		5.0	5.5					
Max Green (Gmax), s			61.5	23.0		35.0	21.5					
Max Allow Headway (MAH), s			5.2	5.3		3.8	5.2					
Max Q Clear (g_c+I1), s			4.1	6.1		30.2	26.1					
Green Ext Time (g_e), s			3.1	0.3		0.9	0.0					
Prob of Phs Call (p_c)			1.00	0.88		1.00	1.00					
Prob of Max Out (p_x)			0.00	0.00		0.69	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt				3		5	1					
Mvmt Sat Flow, veh/h				1810		1810	0					
<b>Through Movement Data</b>												
Assigned Mvmt			2	8			6					
Mvmt Sat Flow, veh/h			3705	0			3705					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18			16					
Mvmt Sat Flow, veh/h			0	1610			1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt	0	0	3	0	5	1	0	0				
Lane Assignment			L+T		L (Prot)							

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

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Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	79	0	555	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	4.1	0.0	28.2	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	4.1	0.0	28.2	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	42.8	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	106	0	594	0	0	0
V/C Ratio (X)	0.00	0.00	0.74	0.00	0.94	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	438	0	667	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.75	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	44.0	0.0	30.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	9.8	0.0	15.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	53.8	0.0	46.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.8	0.0	11.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	2.6	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.1	0.0	14.5	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.09	0.00	2.41	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	416	0	0	0	1140	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	2.1	0.0	0.0	0.0	24.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.1	0.0	0.0	0.0	24.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	2999	0	0	0	1625	0	0
V/C Ratio (X)	0.00	0.14	0.00	0.00	0.00	0.70	0.00	0.00
Avail Cap (c_a), veh/h	0	2999	0	0	0	1625	0	0
Upstream Filter (I)	0.00	0.75	0.00	0.00	0.00	0.71	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.5	0.0	0.0	0.0	21.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	1.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.6	0.0	0.0	0.0	22.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.4	0.0	0.0	0.0	9.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.0	0.0	0.0	10.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.77	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	95	0	0	725	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	390	0	0	725	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	25.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Project Completion (2022) WP - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↘					↕↗		↘	↕↗	
Traffic Volume (veh/h)	119	0	993	0	0	0	0	833	70	495	699	0
Future Volume (veh/h)	119	0	993	0	0	0	0	833	70	495	699	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	121	0	1013				0	850	0	505	713	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	238	0	388				0	1501		514	2717	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.14	0.00	0.14				0.00	0.42	0.00	0.57	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	39.9	0.0	773.9				0.0	22.8	0.0	44.2	0.1	0.0
Ln Grp LOS	D	A	F				A	C		D	A	A
Approach Vol, veh/h		1134						850			1218	
Approach Delay, s/veh		695.6						22.8			18.4	
Approach LOS		F						C			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		32.0	45.0		18.0		77.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	39.5		13.0		71.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		27.9	19.1		15.0		2.0					
Green Ext Time (g_e), s		0.0	6.1		0.0		6.0					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
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Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	505	0	0	121	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	25.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	25.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	39.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	514	0	0	238	0	0	0	0
V/C Ratio (X)	0.98	0.00	0.00	0.51	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	514	0	0	238	0	0	0	0
Upstream Filter (I)	0.51	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	20.3	0.0	0.0	38.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	23.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	44.2	0.0	0.0	39.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	6.4	0.0	0.0	2.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	3.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	9.8	0.0	0.0	2.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.96	0.00	0.00	0.14	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment	T			T				
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	850	0	0	0	713	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	17.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.1	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1501	0	0	0	2717	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.00	0.00	0.26	0.00	0.00
Avail Cap (c_a), veh/h	0	1501	0	0	0	2717	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.51	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.8	0.0	0.0	0.0	0.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Project Completion (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.49	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	1013	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	388	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	2.61	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	388	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	732.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	773.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	39.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	43.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	3.18	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	156.3	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0

Intersection Summary

























HCM 6th Ctrl Delay	259.4
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Project Completion (2022) WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	468	191	79	187	81	164	828	84	125	1051	154
Future Volume (veh/h)	216	468	191	79	187	81	164	828	84	125	1051	154
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	225	488	199	82	195	84	171	862	88	130	1095	160
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	271	544	461	133	398	337	207	1244	127	157	1258	561
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.15	0.29	0.29	0.07	0.21	0.21	0.11	0.38	0.37	0.09	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	50.8	47.1	26.8	46.5	32.3	30.1	62.1	29.4	29.4	69.9	35.8	22.5
Ln Grp LOS	D	D	C	D	C	C	E	C	C	E	D	C
Approach Vol, veh/h		912			361			1121			1385	
Approach Delay, s/veh		43.6			35.0			34.4			37.5	
Approach LOS		D			C			C			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		11.8	37.9	10.6	29.7	14.3	35.4	17.5	22.8			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		7.3	30.8	7.0	26.9	9.8	28.3	15.9	18.0			
Max Allow Headway (MAH), s		3.8	5.3	3.8	4.9	3.8	5.1	3.8	4.9			
Max Q Clear (g_c+I1), s		8.4	21.8	6.0	24.2	10.3	27.5	12.9	10.1			
Green Ext Time (g_e), s		0.0	4.0	0.0	1.0	0.0	0.6	0.2	0.8			
Prob of Phs Call (p_c)		0.96	1.00	0.87	1.00	0.99	1.00	1.00	1.00			
Prob of Max Out (p_x)		1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.26			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3307		1900		3610		1900			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			338		1610		1610		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				



HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Project Completion (2022) WP - PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	130	0	82	0	171	0	225	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	6.4	0.0	4.0	0.0	8.3	0.0	10.9	0.0
Cycle Q Clear Time (g_c), s	6.4	0.0	4.0	0.0	8.3	0.0	10.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	157	0	133	0	207	0	271	0
V/C Ratio (X)	0.83	0.00	0.62	0.00	0.83	0.00	0.83	0.00
Avail Cap (c_a), veh/h	157	0	151	0	207	0	330	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	40.4	0.0	40.5	0.0	39.0	0.0	37.1	0.0
Incr Delay (d2), s/veh	29.4	0.0	6.0	0.0	23.1	0.0	13.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	69.9	0.0	46.5	0.0	62.1	0.0	50.8	0.0
1st-Term Q (Q1), veh/ln	2.8	0.0	1.7	0.0	3.6	0.0	4.7	0.0
2nd-Term Q (Q2), veh/ln	1.3	0.0	0.2	0.0	1.3	0.0	1.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	4.1	0.0	2.0	0.0	5.0	0.0	5.7	0.0
%ile Storage Ratio (RQ%)	0.39	0.00	0.11	0.00	0.50	0.00	1.10	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	471	0	488	0	1095	0	195
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	19.8	0.0	22.2	0.0	25.5	0.0	8.1
Cycle Q Clear Time (g_c), s	0.0	19.8	0.0	22.2	0.0	25.5	0.0	8.1
Lane Grp Cap (c), veh/h	0	679	0	544	0	1258	0	398
V/C Ratio (X)	0.00	0.69	0.00	0.90	0.00	0.87	0.00	0.49
Avail Cap (c_a), veh/h	0	679	0	578	0	1258	0	398
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.7	0.0	30.9	0.0	27.4	0.0	31.3
Incr Delay (d2), s/veh	0.0	5.7	0.0	16.2	0.0	8.4	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.4	0.0	47.1	0.0	35.8	0.0	32.3
1st-Term Q (Q1), veh/ln	0.0	8.1	0.0	9.8	0.0	10.5	0.0	3.7
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	2.5	0.0	1.5	0.0	0.1

HCM 6th Signalized Intersection Capacity Analysis  
12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.2	0.0	12.3	0.0	12.0	0.0	3.8
%ile Storage Ratio (RQ%)	0.00	0.35	0.00	0.56	0.00	0.72	0.00	0.21
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	479	0	199	0	160	0	84
Grp Sat Flow (s), veh/h/ln	0	1839	0	1610	0	1610	0	1610
Q Serve Time (g_s), s	0.0	19.8	0.0	9.1	0.0	6.5	0.0	3.9
Cycle Q Clear Time (g_c), s	0.0	19.8	0.0	9.1	0.0	6.5	0.0	3.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.18	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	692	0	461	0	561	0	337
V/C Ratio (X)	0.00	0.69	0.00	0.43	0.00	0.29	0.00	0.25
Avail Cap (c_a), veh/h	0	692	0	490	0	561	0	337
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.8	0.0	26.2	0.0	21.2	0.0	29.7
Incr Delay (d2), s/veh	0.0	5.6	0.0	0.6	0.0	1.3	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.4	0.0	26.8	0.0	22.5	0.0	30.1
1st-Term Q (Q1), veh/ln	0.0	8.3	0.0	3.4	0.0	2.4	0.0	1.5
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	0.1	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.4	0.0	3.5	0.0	2.6	0.0	1.5
%ile Storage Ratio (RQ%)	0.00	0.36	0.00	0.16	0.00	0.32	0.00	0.38
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	115	70	795	435	31
Future Vol, veh/h	30	115	70	795	435	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	0	0	160	-	-	-
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	121	74	837	458	33

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1042	246	491	0	0
Stage 1	475	-	-	-	-
Stage 2	567	-	-	-	-
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	229	760	1083	-	-
Stage 1	597	-	-	-	-
Stage 2	537	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	213	760	1083	-	-
Mov Cap-2 Maneuver	347	-	-	-	-
Stage 1	556	-	-	-	-
Stage 2	537	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1083	-	347	760	-	-
HCM Lane V/C Ratio	0.068	-	0.091	0.159	-	-
HCM Control Delay (s)	8.6	-	16.4	10.6	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	0.6	-	-

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Project Completion (2022) WP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	3	69	29	3	147	48	681	13	39	508	3
Future Volume (veh/h)	37	3	69	29	3	147	48	681	13	39	508	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	3	79	33	3	169	55	783	15	45	584	3
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	56	8	203	48	4	200	72	2457	47	59	2471	13
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.13	0.13	0.03	0.13	0.12	0.04	0.68	0.68	0.03	0.67	0.67
Unsig. Movement Delay												
Ln Grp Delay, s/veh	81.6	0.0	53.2	78.2	0.0	65.1	77.1	9.3	9.2	80.6	8.8	8.8
Ln Grp LOS	F	A	D	E	A	E	E	A	A	F	A	A
Approach Vol, veh/h		125			205			853			632	
Approach Delay, s/veh		62.9			67.2			13.6			13.9	
Approach LOS		E			E			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		7.7	93.5	7.0	21.8	8.7	92.5	7.5	21.3			
Change Period (Y+Rc), s		3.5	5.3	3.5	4.9	3.5	5.3	3.5	4.9			
Max Green (Gmax), s		21.5	39.7	21.5	30.1	21.5	39.7	21.5	30.1			
Max Allow Headway (MAH), s		3.8	5.2	3.8	5.6	3.8	5.2	3.8	5.6			
Max Q Clear (g_c+I1), s		5.2	13.5	4.4	8.0	5.9	10.1	5.1	15.6			
Green Ext Time (g_e), s		0.1	5.4	0.0	0.4	0.1	3.8	0.1	0.8			
Prob of Phs Call (p_c)		0.80	1.00	0.70	1.00	0.86	1.00	0.79	1.00			
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3623		59		3683		28			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			69		1560		19		1586			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Project Completion (2022) WP - PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	45	0	33	0	55	0	43	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	3.2	0.0	2.4	0.0	3.9	0.0	3.1	0.0
Cycle Q Clear Time (g_c), s	3.2	0.0	2.4	0.0	3.9	0.0	3.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	59	0	48	0	72	0	56	0
V/C Ratio (X)	0.76	0.00	0.68	0.00	0.76	0.00	0.76	0.00
Avail Cap (c_a), veh/h	299	0	299	0	299	0	299	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	62.4	0.0	62.7	0.0	61.8	0.0	62.5	0.0
Incr Delay (d2), s/veh	18.2	0.0	15.5	0.0	15.3	0.0	19.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	80.6	0.0	78.2	0.0	77.1	0.0	81.6	0.0
1st-Term Q (Q1), veh/ln	1.5	0.0	1.1	0.0	1.8	0.0	1.4	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.2	0.0	0.3	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	1.8	0.0	1.3	0.0	2.1	0.0	1.7	0.0
%ile Storage Ratio (RQ%)	0.31	0.00	0.22	0.00	0.36	0.00	0.31	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	390	0	0	0	286	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	11.5	0.0	0.0	0.0	8.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.5	0.0	0.0	0.0	8.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1224	0	0	0	1211	0	0
V/C Ratio (X)	0.00	0.32	0.00	0.00	0.00	0.24	0.00	0.00
Avail Cap (c_a), veh/h	0	1224	0	0	0	1211	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.6	0.0	0.0	0.0	8.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.5	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
Control Delay (d), s/veh	0.0	9.3	0.0	0.0	0.0	8.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.3	0.0	0.0	0.0	3.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Project Completion (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.6	0.0	0.0	0.0	3.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.00	0.00	0.09	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	408	0	82	0	301	0	172
Grp Sat Flow (s), veh/h/ln	0	1888	0	1619	0	1897	0	1614
Q Serve Time (g_s), s	0.0	11.5	0.0	6.0	0.0	8.1	0.0	13.6
Cycle Q Clear Time (g_c), s	0.0	11.5	0.0	6.0	0.0	8.1	0.0	13.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.04	0.00	0.96	0.00	0.01	0.00	0.98
Lane Grp Cap (c), veh/h	0	1280	0	211	0	1272	0	203
V/C Ratio (X)	0.00	0.32	0.00	0.39	0.00	0.24	0.00	0.85
Avail Cap (c_a), veh/h	0	1280	0	375	0	1272	0	374
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	8.6	0.0	52.0	0.0	8.4	0.0	55.8
Incr Delay (d2), s/veh	0.0	0.7	0.0	1.2	0.0	0.4	0.0	9.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	53.2	0.0	8.8	0.0	65.1
1st-Term Q (Q1), veh/ln	0.0	4.5	0.0	2.5	0.0	3.2	0.0	5.5
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.2	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.8	0.0	2.5	0.0	3.4	0.0	6.1
%ile Storage Ratio (RQ%)	0.00	0.28	0.00	0.14	0.00	0.10	0.00	0.40
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	23.2
HCM 6th LOS	C

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Project Completion (2022) WP - PM Peak Hour

Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations										
Traffic Volume (veh/h)	32	29	696	66	22	571				
Future Volume (veh/h)	32	29	696	66	22	571				
Number	3	18	2	12	1	6				
Initial Q, 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				
Lanes Open During Work Zone										
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900				
Adj Flow Rate, veh/h	34	31	740	70	23	607				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				
Percent Heavy Veh, %	0	0	0	0	0	0				
Opposing Right Turn Influence	Yes				Yes					
Cap, veh/h	101	90	2111	200	382	1667				
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				
Prop Arrive On Green	0.06	0.06	0.63	0.63	0.21	0.88				
Unsig. Movement Delay										
Ln Grp Delay, s/veh	56.5	56.8	11.2	11.2	37.9	1.5				
Ln Grp LOS	E	E	B	B	D	A				
Approach Vol, veh/h	65		810			630				
Approach Delay, s/veh	56.6		11.2			2.8				
Approach LOS	E		B			A				
Timer:		1	2	3	4	5	6	7	8	
Assigned Phs		2	1	8			6			
Case No		8.0	2.0	9.0			4.0			
Phs Duration (G+Y+Rc), s		80.0	29.3	10.7			109.3			
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5			
Max Green (Gmax), s		75.5	11.5	19.5			91.5			
Max Allow Headway (MAH), s		5.3	3.8	3.9			5.2			
Max Q Clear (g_c+I1), s		14.6	3.2	4.2			8.9			
Green Ext Time (g_e), s		6.2	0.0	0.1			4.8			
Prob of Phs Call (p_c)		1.00	0.54	0.89			1.00			
Prob of Max Out (p_x)		0.00	0.00	0.00			0.00			
Left-Turn Movement Data										
Assigned Mvmt		5	1	3						
Mvmt Sat Flow, veh/h		0	1810	1810						
Through Movement Data										
Assigned Mvmt		2		8			6			
Mvmt Sat Flow, veh/h		3428		0			1900			
Right-Turn Movement Data										
Assigned Mvmt		12		18			16			
Mvmt Sat Flow, veh/h		315		1610			0			
Left Lane Group Data										
Assigned Mvmt		5	1	3	0	0	0	0	0	
Lane Assignment		L (Prot)		L						

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Project Completion (2022) WP - PM Peak Hour

Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	23	34	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	1810	0	0	0	0	0
Q Serve Time (g_s), s	0.0	1.2	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.2	2.2	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	76.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	382	101	0	0	0	0	0
V/C Ratio (X)	0.00	0.06	0.34	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	382	302	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	37.8	54.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	1.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.9	56.5	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	1.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.07	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	2	0	8	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	1	0	0
Grp Vol (v), veh/h	401	0	0	0	0	607	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	12.6	0.0	0.0	0.0	0.0	6.9	0.0	0.0
Cycle Q Clear Time (g_c), s	12.6	0.0	0.0	0.0	0.0	6.9	0.0	0.0
Lane Grp Cap (c), veh/h	1143	0	0	0	0	1667	0	0
V/C Ratio (X)	0.35	0.00	0.00	0.00	0.00	0.36	0.00	0.00
Avail Cap (c_a), veh/h	1143	0	0	0	0	1667	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	10.4	0.0	0.0	0.0	0.0	1.3	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.2	0.0	0.0	0.0	0.0	1.5	0.0	0.0
1st-Term Q (Q1), veh/ln	4.8	0.0	0.0	0.0	0.0	1.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.0	0.0	0.0	0.1	0.0	0.0



**HCM 6th Signalized Intersection Capacity Analysis**  
**15: Agua Mansa Rd & Transfer Station Driveway**

**Agua Mansa Industrial**  
 Project Completion (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	5.1	0.0	0.0	0.0	0.0	1.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Right Lane Group Data**

Assigned Mvmt	12	0	18	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	409	0	31	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1843	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	12.6	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	12.6	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.17	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	1167	0	90	0	0	0	0	0
V/C Ratio (X)	0.35	0.00	0.34	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1167	0	268	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	10.4	0.0	54.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	2.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.2	0.0	56.8	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	4.9	0.0	0.9	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	5.2	0.0	1.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.07	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Intersection Summary**

HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑		↑	
Traffic Vol, veh/h	3	47	103	22	18	8
Future Vol, veh/h	3	47	103	22	18	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	47	103	22	18	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	125	0	-	0	144
Stage 1	-	-	-	-	114
Stage 2	-	-	-	-	30
Critical Hdwy	4.1	-	-	-	6.6
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1474	-	-	-	846
Stage 1	-	-	-	-	916
Stage 2	-	-	-	-	994
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1474	-	-	-	844
Mov Cap-2 Maneuver	-	-	-	-	844
Stage 1	-	-	-	-	914
Stage 2	-	-	-	-	994

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1474	-	-	-	872
HCM Lane V/C Ratio	0.002	-	-	-	0.03
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	2	63	120	9	20	5
Future Vol, veh/h	2	63	120	9	20	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	63	120	9	20	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	129	0	0	161	65
Stage 1	-	-	-	125	-
Stage 2	-	-	-	36	-
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	1469	-	-	820	992
Stage 1	-	-	-	893	-
Stage 2	-	-	-	988	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1469	-	-	819	992
Mov Cap-2 Maneuver	-	-	-	819	-
Stage 1	-	-	-	892	-
Stage 2	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1469	-	-	-	849
HCM Lane V/C Ratio	0.001	-	-	-	0.029
HCM Control Delay (s)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	
Traffic Vol, veh/h	8	70	4	3	85	11	33	15	9	53	80	11
Future Vol, veh/h	8	70	4	3	85	11	33	15	9	53	80	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	76	4	3	92	12	36	16	10	58	87	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	104	0	0	80	0	0	192	206	40	168	202	52
Stage 1	-	-	-	-	-	-	96	96	-	104	104	-
Stage 2	-	-	-	-	-	-	96	110	-	64	98	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1500	-	-	1531	-	-	756	694	1029	786	698	1011
Stage 1	-	-	-	-	-	-	906	819	-	896	813	-
Stage 2	-	-	-	-	-	-	906	808	-	945	818	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1500	-	-	1531	-	-	671	688	1029	760	692	1011
Mov Cap-2 Maneuver	-	-	-	-	-	-	671	688	-	760	692	-
Stage 1	-	-	-	-	-	-	901	814	-	891	811	-
Stage 2	-	-	-	-	-	-	798	806	-	912	813	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0.2			10.3			11.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	671	786	1500	-	-	1531	-	-	734
HCM Lane V/C Ratio	0.053	0.033	0.006	-	-	0.002	-	-	0.213
HCM Control Delay (s)	10.7	9.7	7.4	0	-	7.4	0	-	11.2
HCM Lane LOS	B	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0	-	-	0.8

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	145	82	19	0	7
Future Vol, veh/h	0	145	82	19	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	145	82	19	0	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	- 0 - 51
Stage 1	-	-	- - -
Stage 2	-	-	- - -
Critical Hdwy	-	-	- - 6.9
Critical Hdwy Stg 1	-	-	- - -
Critical Hdwy Stg 2	-	-	- - -
Follow-up Hdwy	-	-	- - 3.3
Pot Cap-1 Maneuver	0	-	- 0 1013
Stage 1	0	-	- 0 -
Stage 2	0	-	- 0 -
Platoon blocked, %	-	-	- - -
Mov Cap-1 Maneuver	-	-	- - 1013
Mov Cap-2 Maneuver	-	-	- - -
Stage 1	-	-	- - -
Stage 2	-	-	- - -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	1013
HCM Lane V/C Ratio	-	-	-	0.007
HCM Control Delay (s)	-	-	-	8.6
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	252	191	398	175	708	181	824	290	683	842	53
Future Volume (veh/h)	100	252	191	398	175	708	181	824	290	683	842	53
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	274	208	433	190	0	197	896	315	742	915	58
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	290	160	122	194	85		225	1097	489	362	1370	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.16	0.16	0.15	0.15	0.00	0.12	0.30	0.30	0.20	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	47.7	0.0	386.2	615.3	0.0	0.0	74.1	47.0	44.0	532.1	34.8	25.3
Ln Grp LOS	D	A	F	F	A		E	D	D	F	C	C
Approach Vol, veh/h		591			623			1408			1715	
Approach Delay, s/veh		323.8			615.3			50.1			249.7	
Approach LOS		F			F			D			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	3.0	10.0	11.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		30.0	45.0	25.0	25.0	20.6	54.4					
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7					
Max Green (Gmax), s		25.0	38.0	20.0	19.0	20.0	* 44					
Max Allow Headway (MAH), s		3.8	4.9	5.1	5.3	3.8	5.2					
Max Q Clear (g_c+I1), s		27.0	30.7	22.0	21.0	15.4	28.3					
Green Ext Time (g_e), s		0.0	4.1	0.0	0.0	0.2	6.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	1.00	1.00	1.00					
Prob of Max Out (p_x)		1.00	0.00	1.00	1.00	0.52	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		1810	1276	1810						
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3610	1002	560		3610					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			1610	761	1610		1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L	L+T	L (Prot)						

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	742	0	109	623	197	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1836	1810	0	0	0
Q Serve Time (g_s), s	25.0	0.0	6.7	19.0	13.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	25.0	0.0	6.7	19.0	13.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.70	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	362	0	290	279	225	0	0	0
V/C Ratio (X)	2.05	0.00	0.38	2.23	0.87	0.00	0.00	0.00
Avail Cap (c_a), veh/h	362	0	290	279	290	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.66	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	50.0	0.0	46.9	53.2	53.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	482.1	0.0	0.8	562.1	20.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	532.1	0.0	47.7	615.3	74.1	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	11.2	0.0	3.0	8.8	6.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	48.5	0.0	0.1	43.6	1.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	59.7	0.0	3.1	52.3	7.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	7.46	0.00	0.71	3.00	2.04	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	95.0	0.0	0.0	86.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.5	0.0	0.0	0.6	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	896	0	0	0	915	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	28.7	0.0	0.0	0.0	26.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	28.7	0.0	0.0	0.0	26.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1097	0	0	0	1370	0	0
V/C Ratio (X)	0.00	0.82	0.00	0.00	0.00	0.67	0.00	0.00
Avail Cap (c_a), veh/h	0	1097	0	0	0	1370	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	40.3	0.0	0.0	0.0	32.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.7	0.0	0.0	0.0	2.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	47.0	0.0	0.0	0.0	34.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	12.7	0.0	0.0	0.0	11.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	0.5	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	13.7	0.0	0.0	0.0	11.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.29	0.00	0.00	0.00	0.35	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	T+R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	315	482	0	0	58	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1763	1610	0	1610	0	0
Q Serve Time (g_s), s	0.0	21.2	20.0	0.0	0.0	2.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.2	20.0	0.0	0.0	2.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.43	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	489	282	245	0	611	0	0
V/C Ratio (X)	0.00	0.64	1.71	0.00	0.00	0.09	0.00	0.00
Avail Cap (c_a), veh/h	0	489	282	245	0	611	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	37.6	52.6	0.0	0.0	25.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.4	333.6	0.0	0.0	0.3	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
Control Delay (d), s/veh	0.0	44.0	386.2	0.0	0.0	25.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.3	8.8	0.0	0.0	1.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.9	26.1	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.2	35.0	0.0	0.0	1.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.48	1.67	0.00	0.00	0.13	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	247.5
HCM 6th LOS	F



















Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Cumulative (2022) NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	13	138	39	15	5	161	1454	21	8	1175	44
Future Volume (veh/h)	44	13	138	39	15	5	161	1454	21	8	1175	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	16	168	48	18	6	196	1773	26	10	1433	54
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	102	35	196	187	64	16	242	2204	32	90	1851	70
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.17	0.18	0.16	0.17	0.18	0.13	0.61	0.61	0.05	0.52	0.52
Unsig. Movement Delay												
Ln Grp Delay, s/veh	38.7	0.0	0.0	29.7	0.0	0.0	34.4	12.7	12.7	36.8	21.5	21.4
Ln Grp LOS	D	A	A	C	A	A	C	B	B	D	C	C
Approach Vol, veh/h		238			72			1995			1497	
Approach Delay, s/veh		38.7			29.7			14.9			21.5	
Approach LOS		D			C			B			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4	5	6		8			
Case No		2.0	4.0		8.0	2.0	4.0		8.0			
Phs Duration (G+Y+Rc), s		7.7	54.4		17.9	14.4	47.7		17.9			
Change Period (Y+Rc), s		3.7	6.0		* 4.2	3.7	6.0		* 4.2			
Max Green (Gmax), s		16.3	34.0		* 16	16.3	34.0		* 16			
Max Allow Headway (MAH), s		3.8	5.2		5.5	3.8	5.2		5.6			
Max Q Clear (g_c+I1), s		2.4	32.1		13.4	10.4	28.0		6.2			
Green Ext Time (g_e), s		0.0	1.7		0.3	0.3	4.4		0.2			
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00	1.00		1.00			
Prob of Max Out (p_x)		0.00	0.00		1.00	0.19	0.00		0.05			
Left-Turn Movement Data												
Assigned Mvmt		1			7	5			3			
Mvmt Sat Flow, veh/h		1810			275	1810			657			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3642		203		3548		376			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			53		1147		133		94			
Left Lane Group Data												
Assigned Mvmt		1	0	0	7	5	0	0	3			
Lane Assignment		L (Prot)			L+T+R	L (Prot)			L+T+R			

## HCM 6th Signalized Intersection Capacity Analysis 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Cumulative (2022) NP - AM Peak Hour

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	10	0	0	238	196	0	0	72
Grp Sat Flow (s), veh/h/ln	1810	0	0	1625	1810	0	0	1128
Q Serve Time (g_s), s	0.4	0.0	0.0	7.2	8.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.4	0.0	0.0	11.4	8.4	0.0	0.0	4.2
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1409	0	0	0	1219
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1879	0	0	0	1014
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	13.2	0.0	0.0	0.0	13.2
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	9.0	0.0	0.0	0.0	1.8
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	7.2	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	3.2	0.0	0.0	0.0	1.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	3.2	0.0	0.0	0.0	1.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.23	1.00	0.00	0.00	0.67
Lane Grp Cap (c), veh/h	90	0	0	323	242	0	0	261
V/C Ratio (X)	0.11	0.00	0.00	0.74	0.81	0.00	0.00	0.28
Avail Cap (c_a), veh/h	369	0	0	365	369	0	0	297
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.09	0.00	0.00	1.00
Uniform Delay (d1), s/veh	36.3	0.0	0.0	32.0	33.7	0.0	0.0	29.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	6.7	0.8	0.0	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	36.8	0.0	0.0	38.7	34.4	0.0	0.0	29.7
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	4.3	3.6	0.0	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.6	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.0	4.9	3.6	0.0	0.0	1.2
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.55	0.63	0.00	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	877	0	0	0	728	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	29.9	0.0	0.0	0.0	25.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	29.9	0.0	0.0	0.0	25.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	1092	0	0	0	942	0	0
V/C Ratio (X)	0.00	0.80	0.00	0.00	0.00	0.77	0.00	0.00
Avail Cap (c_a), veh/h	0	1092	0	0	0	942	0	0
Upstream Filter (I)	0.00	0.09	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.1	0.0	0.0	0.0	15.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	6.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.7	0.0	0.0	0.0	21.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.0	0.0	0.0	0.0	9.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	1.6	0.0	0.0

## HCM 6th Signalized Intersection Capacity Analysis 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Cumulative (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	10.2	0.0	0.0	0.0	11.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.00	0.00	0.09	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R			T+R				
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	922	0	0	0	759	0	0
Grp Sat Flow (s), veh/h/ln	0	1890	0	0	0	1876	0	0
Q Serve Time (g_s), s	0.0	30.1	0.0	0.0	0.0	26.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	30.1	0.0	0.0	0.0	26.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.03	0.00	0.71	0.00	0.07	0.00	0.08
Lane Grp Cap (c), veh/h	0	1144	0	0	0	979	0	0
V/C Ratio (X)	0.00	0.81	0.00	0.00	0.00	0.78	0.00	0.00
Avail Cap (c_a), veh/h	0	1144	0	0	0	979	0	0
Upstream Filter (I)	0.00	0.09	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.2	0.0	0.0	0.0	15.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	6.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.7	0.0	0.0	0.0	21.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.6	0.0	0.0	0.0	9.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	1.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	10.8	0.0	0.0	0.0	11.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.18	0.00	0.00	0.00	0.09	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary





















HCM 6th Ctrl Delay	19.3
HCM 6th LOS	B

### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	0	225	372	115	280	74	1446	0	0	1433	19
Future Volume (veh/h)	31	0	225	372	115	280	74	1446	0	0	1433	19
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	33	0	242	400	124	301	80	1555	0	0	1541	20
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
Opposing Right Turn Influence	Yes			Yes			Yes			No		
Cap, veh/h	554	0	787	390	97	236	103	1269	0	0	1282	17
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.49	0.00	0.49	0.48	0.49	0.49	0.35	0.35	0.00	0.00	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.5	0.0	10.9	105.5	0.0	0.0	77.9	131.5	0.0	0.0	120.9	121.4
Ln Grp LOS	A	A	B	F	A	A	E	F	A	A	F	F
Approach Vol, veh/h		275			825			1635			1561	
Approach Delay, s/veh		10.7			105.5			128.8			121.2	
Approach LOS		B			F			F			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4		6		8			
Case No			6.0		8.0		8.0		7.0			
Phs Duration (G+Y+Rc), s			30.0		40.0		30.0		40.0			
Change Period (Y+Rc), s			5.4		5.8		5.4		5.8			
Max Green (Gmax), s			24.6		34.2		24.6		34.2			
Max Allow Headway (MAH), s			6.0		4.7		5.7		3.3			
Max Q Clear (g_c+I1), s			26.6		35.7		26.6		8.3			
Green Ext Time (g_e), s			0.0		0.0		0.0		0.6			
Prob of Phs Call (p_c)			1.00		1.00		1.00		1.00			
Prob of Max Out (p_x)			1.00		1.00		1.00		0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7		1		3			
Mvmt Sat Flow, veh/h			335		642		0		924			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3705		199		3744		0			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			0		483		47		1610			
Left Lane Group Data												
Assigned Mvmt		0	5	0	7	0	1	0	3			
Lane Assignment			L		L+T+R				L+T			

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Cumulative (2022) NP - AM Peak Hour

Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	80	0	825	0	0	0	33
Grp Sat Flow (s), veh/h/ln	0	335	0	1325	0	0	0	924
Q Serve Time (g_s), s	0.0	0.0	0.0	32.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.6	0.0	33.7	0.0	0.0	0.0	1.3
Perm LT Sat Flow (s_l), veh/h/ln	0	335	0	1156	0	0	0	978
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	923
Perm LT Eff Green (g_p), s	0.0	24.6	0.0	33.7	0.0	0.0	0.0	34.2
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	32.4	0.0	0.0	0.0	0.5
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	32.4	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.48	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	103	0	714	0	0	0	554
V/C Ratio (X)	0.00	0.78	0.00	1.16	0.00	0.00	0.00	0.06
Avail Cap (c_a), veh/h	0	103	0	714	0	0	0	554
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	35.0	0.0	20.3	0.0	0.0	0.0	9.5
Incr Delay (d2), s/veh	0.0	42.9	0.0	85.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	77.9	0.0	105.5	0.0	0.0	0.0	9.5
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	11.4	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	16.9	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.5	0.0	28.3	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.80	0.00	1.25	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	27.7	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	1555	0	0	0	762	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	24.6	0.0	0.0	0.0	24.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.6	0.0	0.0	0.0	24.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1269	0	0	0	634	0	0
V/C Ratio (X)	0.00	1.23	0.00	0.00	0.00	1.20	0.00	0.00
Avail Cap (c_a), veh/h	0	1269	0	0	0	634	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.51	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.7	0.0	0.0	0.0	22.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	108.8	0.0	0.0	0.0	98.2	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
Control Delay (d), s/veh	0.0	131.5	0.0	0.0	0.0	120.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.5	0.0	0.0	0.0	9.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	19.2	0.0	0.0	0.0	17.3	0.0	0.0

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Cumulative (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	28.7	0.0	0.0	0.0	26.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	5.19	0.00	0.00	0.00	0.45	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	71.6	0.0	0.0	0.0	31.8	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0

#### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						T+R		R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	799	0	242
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1891	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	6.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	6.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.36	0.00	0.03	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	665	0	787
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	1.20	0.00	0.31
Avail Cap (c_a), veh/h	0	0	0	0	0	665	0	787
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.51	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	22.7	0.0	10.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	98.7	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	121.4	0.0	10.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	10.0	0.0	2.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	28.2	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	33.7	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

#### Intersection Summary

HCM 6th Ctrl Delay	114.0
HCM 6th LOS	F

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) NP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1105	11	230	11	0	4	0	791	562	268	762	0
Future Volume (veh/h)	1105	11	230	11	0	4	0	791	562	268	762	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	1151	11	240	11	0	4	0	824	585	279	794	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	346	22	0	0	0	510	353	304	1647	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
Prop Arrive On Green	0.21	0.22	0.22	0.01	0.00	0.00	0.00	0.25	0.25	0.17	0.46	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	168.5	0.0	54.8	74.7	0.0	0.0	0.0	338.1	358.6	78.1	27.5	0.0
Ln Grp LOS	F	A	D	E	A	A	A	F	F	E	C	A
Approach Vol, veh/h		1402			11			1409			1073	
Approach Delay, s/veh		0.0			74.7			348.0			40.7	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	28.9	35.9	7.1		69.3					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.4	2.8	5.1	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	23.2	21.2	2.8		23.5					
Green Ext Time (g_e), s		0.0	0.2	8.9	0.0		4.2					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.35		1.00					
Prob of Max Out (p_x)		1.00	0.02	0.67	0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
Through Movement Data												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		2133		0			3705					
Right-Turn Movement Data												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		1413		1610			0					
Left Lane Group Data												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

## 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) NP - AM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	279	1162	11	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	21.2	0.0	0.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.2	0.0	0.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1435	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.99	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	304	0	22	0	0	0	0
V/C Ratio (X)	0.00	0.92	0.00	0.49	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	57.3	168.5	68.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	20.8	0.0	6.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	78.1	168.5	74.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.7	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	11.5	0.0	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	2.49	0.00	0.01	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	727	0	0	0	0	794	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	21.5	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	21.5	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1647	0	0
V/C Ratio (X)	1.61	0.00	0.00	0.00	0.00	0.48	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	26.5	0.0	0.0
Incr Delay (d2), s/veh	285.6	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	338.1	0.0	0.0	0.0	0.0	27.5	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	9.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	35.8	0.0	0.0	0.0	0.0	0.2	0.0	0.0



# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

## 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	51.6	0.0	0.0	0.0	0.0	9.5	0.0	0.0
%ile Storage Ratio (RQ%)	2.35	0.00	0.00	0.00	0.00	0.90	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	69.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	682	0	240	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1646	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	19.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	19.2	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.86	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	411	0	346	0	0	0	0	0
V/C Ratio (X)	1.66	0.00	0.69	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	411	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	50.7	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	306.1	0.0	4.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	358.6	0.0	54.8	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	14.4	0.0	7.8	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	35.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	49.4	0.0	8.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	2.25	0.00	8.19	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	67.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	137.3
HCM 6th LOS	F





















### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Capacity Analysis

## 6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	339	879	6	3	880	415	6	1	3	238	1	394
Future Volume (veh/h)	339	879	6	3	880	415	6	1	3	238	1	394
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	365	945	6	3	946	446	6	1	3	256	1	424
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	399	1979	13	6	1158	517	226	44	95	227	1	308
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.22	0.54	0.53	0.00	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Unsig. Movement Delay												
Ln Grp Delay, s/veh	47.7	17.4	17.4	118.1	43.9	55.5	28.2	0.0	0.0	185.2	0.0	0.0
Ln Grp LOS	D	B	B	F	D	E	C	A	A	F	A	A
Approach Vol, veh/h		1316			1395			10			681	
Approach Delay, s/veh		25.8			47.8			28.2			185.2	
Approach LOS		C			D			C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6	7	8			
Case No			8.0	2.0	4.0		8.0	2.0	3.0			
Phs Duration (G+Y+Rc), s			44.3	4.6	71.1		44.3	30.7	45.0			
Change Period (Y+Rc), s			* 5.9	* 4.2	6.5		5.9	* 4.2	6.5			
Max Green (Gmax), s			* 30	* 16	58.5		29.1	* 36	38.5			
Max Allow Headway (MAH), s			6.0	3.8	5.2		5.4	3.8	4.8			
Max Q Clear (g_c+I1), s			2.5	2.2	21.2		39.9	25.6	33.2			
Green Ext Time (g_e), s			0.0	0.0	7.4		0.0	0.8	3.5			
Prob of Phs Call (p_c)			1.00	0.10	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00	0.03	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5	3			1	7				
Mvmt Sat Flow, veh/h			555	1810			580	1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			137		3677		2		3610			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			296		23		961		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		0	5	3	0	0	1	7	0			
Lane Assignment			L+T+R	L (Prot)			L+T+R	L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) NP - AM Peak Hour

Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	10	3	0	0	681	365	0
Grp Sat Flow (s), veh/h/ln	0	988	1810	0	0	1544	1810	0
Q Serve Time (g_s), s	0.0	0.0	0.2	0.0	0.0	37.5	23.6	0.0
Cycle Q Clear Time (g_c), s	0.0	0.5	0.2	0.0	0.0	37.9	23.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	978	0	0	0	1435	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	958	0	0	0	1865	0	0
Perm LT Eff Green (g_p), s	0.0	37.9	0.0	0.0	0.0	37.9	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	37.5	0.0	0.0
Time to First Blk (g_f), s	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.60	1.00	0.00	0.00	0.38	1.00	0.00
Lane Grp Cap (c), veh/h	0	360	6	0	0	529	399	0
V/C Ratio (X)	0.00	0.03	0.52	0.00	0.00	1.29	0.91	0.00
Avail Cap (c_a), veh/h	0	360	238	0	0	529	540	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.09	0.00
Uniform Delay (d1), s/veh	0.0	28.0	59.7	0.0	0.0	42.3	45.7	0.0
Incr Delay (d2), s/veh	0.0	0.1	58.3	0.0	0.0	142.9	2.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.2	118.1	0.0	0.0	185.2	47.7	0.0
1st-Term Q (Q1), veh/ln	0.0	0.2	0.1	0.0	0.0	16.1	10.6	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	21.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.2	0.0	0.0	37.1	10.8	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.09	0.00	0.00	1.17	2.70	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	38.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	2
Grp Vol (v), veh/h	0	0	0	464	0	0	0	946
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	19.2	0.0	0.0	0.0	28.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	19.2	0.0	0.0	0.0	28.9
Lane Grp Cap (c), veh/h	0	0	0	972	0	0	0	1158
V/C Ratio (X)	0.00	0.00	0.00	0.48	0.00	0.00	0.00	0.82
Avail Cap (c_a), veh/h	0	0	0	972	0	0	0	1158
Upstream Filter (I)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	17.2	0.0	0.0	0.0	37.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	6.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	17.4	0.0	0.0	0.0	43.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	7.8	0.0	0.0	0.0	12.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	7.8	0.0	0.0	0.0	13.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.45	0.00	0.00	0.00	2.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	487	0	0	0	446
Grp Sat Flow (s), veh/h/ln	0	0	0	1896	0	0	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	19.2	0.0	0.0	0.0	31.2
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	19.2	0.0	0.0	0.0	31.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.30	0.00	0.01	0.00	0.62	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	1020	0	0	0	517
V/C Ratio (X)	0.00	0.00	0.00	0.48	0.00	0.00	0.00	0.86
Avail Cap (c_a), veh/h	0	0	0	1020	0	0	0	517
Upstream Filter (I)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	17.2	0.0	0.0	0.0	38.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	17.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	17.4	0.0	0.0	0.0	55.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	8.2	0.0	0.0	0.0	12.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	8.2	0.0	0.0	0.0	14.6
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.47	0.00	0.00	0.00	8.14
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	66.7
HCM 6th LOS	E

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	202	3	24	41	0	19
Future Vol, veh/h	202	3	24	41	0	19
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	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	259	4	31	53	0	24






















Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	263	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-
Pot Cap-1 Maneuver	-	-	1313	-	0
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1313	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	783	-	-	1313	-
HCM Lane V/C Ratio	0.031	-	-	0.023	-
HCM Control Delay (s)	9.7	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Cumulative (2022) NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	34	184	126	13	26	49	1344	192	28	1102	3
Future Volume (veh/h)	2	34	184	126	13	26	49	1344	192	28	1102	3
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	35	192	131	14	27	51	1400	200	29	1148	3
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	14	243	218	160	51	99	66	996	142	43	1139	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.14	0.14	0.09	0.09	0.09	0.04	0.61	0.61	0.02	0.60	0.60
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.5	0.0	72.3	74.6	0.0	62.8	85.9	0.0	215.9	87.0	57.5	11.6
Ln Grp LOS	E	A	E	E	A	E	F	A	F	F	F	B
Approach Vol, veh/h		229			172			1651			1180	
Approach Delay, s/veh		69.6			71.8			211.9			58.1	
Approach LOS		E			E			F			E	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	4.0	11.0	10.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		7.4	95.3	24.4	17.8	9.3	93.5					
Change Period (Y+Rc), s		4.0	6.5	4.7	5.0	4.0	6.5					
Max Green (Gmax), s		16.0	38.5	35.3	35.0	16.0	38.5					
Max Allow Headway (MAH), s		3.8	5.3	4.2	4.2	3.8	5.2					
Max Q Clear (g_c+I1), s		4.3	90.8	19.0	12.3	6.1	89.0					
Green Ext Time (g_e), s		0.0	0.0	0.7	0.5	0.1	0.0					
Prob of Phs Call (p_c)		0.69	1.00	1.00	1.00	0.87	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		102	1810	1810						
Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			1626	1792	580		1900					
Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			232	1610	1119		1610					
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L+T	L	L (Prot)						

# HCM 6th Signalized Intersection Capacity Analysis

## 8: Market St & Via Cerro

Agua Mansa Industrial  
Cumulative (2022) NP - AM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	29	0	37	131	51	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1895	1810	1810	0	0	0
Q Serve Time (g_s), s	2.3	0.0	2.5	10.3	4.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.3	0.0	2.5	10.3	4.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1810	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.05	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	43	0	257	160	66	0	0	0
V/C Ratio (X)	0.67	0.00	0.14	0.82	0.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	200	0	461	437	200	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	70.2	0.0	55.3	64.9	69.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	16.8	0.0	0.3	9.7	16.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	87.0	0.0	55.5	74.6	85.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.1	0.0	1.2	4.8	1.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.4	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.3	0.0	1.2	5.2	2.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	0.48	0.34	0.39	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment	T							
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	1148	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	87.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	87.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1139	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	1.01	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1139	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	29.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	28.5	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
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	57.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	37.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	9.0	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Cumulative (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	46.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	1600	192	41	0	3	0	0
Grp Sat Flow (s), veh/h/ln	0	1858	1610	1699	0	1610	0	0
Q Serve Time (g_s), s	0.0	88.8	17.0	3.3	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	88.8	17.0	3.3	0.0	0.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.13	1.00	0.66	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1138	218	151	0	966	0	0
V/C Ratio (X)	0.00	1.41	0.88	0.27	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1138	392	410	0	966	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	28.1	61.5	61.9	0.0	11.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	187.8	10.8	1.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	215.9	72.3	62.8	0.0	11.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	37.4	7.0	1.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	59.4	0.7	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	96.8	7.6	1.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.65	2.97	0.07	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	115.4	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary
























HCM 6th Ctrl Delay	138.2
HCM 6th LOS	F



# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Cumulative (2022) NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	9	308	0	48	38	1503	278	63	1289	3
Future Volume (veh/h)	0	0	9	308	0	48	38	1503	278	63	1289	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	9	318	0	49	39	1549	287	65	1329	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	0	40	34	441	0	196	857	2151	1156	151	760	2
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
Prop Arrive On Green	0.00	0.00	0.02	0.12	0.00	0.12	0.95	1.00	1.00	0.08	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	47.4	40.3	0.0	36.5	1.3	1.5	0.4	41.2	384.0	383.6
Ln Grp LOS	A	A	D	D	A	D	A	A	A	D	F	F
Approach Vol, veh/h		9			367			1875			1397	
Approach Delay, s/veh		47.4			39.8			1.3			367.9	
Approach LOS		D			D			A			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	6	5					
Case No		2.0	3.0	9.0	11.0	4.0	2.0					
Phs Duration (G+Y+Rc), s		11.5	57.6	15.0	5.9	22.5	46.6					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	18.0	18.0	18.0	18.0	18.0					
Max Allow Headway (MAH), s		3.8	5.1	3.8	4.0	5.2	3.8					
Max Q Clear (g_c+I1), s		5.1	2.0	9.6	2.5	20.5	2.1					
Green Ext Time (g_e), s		0.1	11.1	0.9	0.0	0.0	0.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.20	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.07	0.00	1.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7		5					
Mvmt Sat Flow, veh/h		1810		3619	0		1810					
Through Movement Data												
Assigned Mvmt			2	8	4	6						
Mvmt Sat Flow, veh/h			3610	0	1900	3695						
Right-Turn Movement Data												
Assigned Mvmt			12	18	14	16						
Mvmt Sat Flow, veh/h			1610	1610	1610	8						
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	0	5	0	0			
Lane Assignment		L (Prot)		L			L (Prot)					

HCM 6th Signalized Intersection Capacity Analysis  
 9: Market St & Rivera St

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

Lanes in Grp	1	0	2	0	0	1	0	0
Grp Vol (v), veh/h	65	0	318	0	0	39	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	0	1810	0	0
Q Serve Time (g_s), s	3.1	0.0	7.6	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	3.1	0.0	7.6	0.0	0.0	0.1	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	151	0	441	0	0	857	0	0
V/C Ratio (X)	0.43	0.00	0.72	0.00	0.00	0.05	0.00	0.00
Avail Cap (c_a), veh/h	372	0	744	0	0	857	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.70	0.00	0.00
Uniform Delay (d1), s/veh	39.2	0.0	38.0	0.0	0.0	1.3	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	2.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	41.2	0.0	40.3	0.0	0.0	1.3	0.0	0.0
1st-Term Q (Q1), veh/ln	1.3	0.0	3.3	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.4	0.0	3.5	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.24	0.00	0.24	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	8	4	6	0	0	0
Lane Assignment		T		T	T			
Lanes in Grp	0	2	0	1	1	0	0	0
Grp Vol (v), veh/h	0	1549	0	0	649	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	1805	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2151	0	40	371	0	0	0
V/C Ratio (X)	0.00	0.72	0.00	0.00	1.75	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2151	0	391	371	0	0	0
Upstream Filter (I)	0.00	0.70	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	348.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.5	0.0	0.0	384.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	7.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	35.9	0.0	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Cumulative (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.4	0.0	0.0	43.8	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	3.68	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	69.5	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	18	14	16	0	0	0
Lane Assignment		R	R	R	T+R			
Lanes in Grp	0	1	1	1	1	0	0	0
Grp Vol (v), veh/h	0	287	49	9	683	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1610	1610	1898	0	0	0
Q Serve Time (g_s), s	0.0	0.0	2.5	0.5	18.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	2.5	0.5	18.5	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1156	196	34	390	0	0	0
V/C Ratio (X)	0.00	0.25	0.25	0.26	1.75	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1156	331	331	390	0	0	0
Upstream Filter (I)	0.00	0.70	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	35.8	43.4	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.7	4.0	347.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	36.5	47.4	383.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.0	0.2	8.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	37.7	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	1.0	0.2	46.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.20	0.02	3.86	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	73.2	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	145.7
HCM 6th LOS	F

### Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	102	0	1332	226	488	0	0	1427	178
Future Volume (veh/h)	0	0	0	102	0	1332	226	488	0	0	1427	178
Number				3	8	18	5	2	12	1	6	16
Initial Q, 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		
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				104	0	0	231	498	0	0	1456	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
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				141	0		271	2907	0	0	2166	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.08	0.00	0.00	0.15	0.81	0.00	0.00	0.60	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				47.9	0.0	0.0	45.6	2.1	0.0	0.0	13.0	0.0
Ln Grp LOS				D	A		D	A	A	A	B	
Approach Vol, veh/h					104			729			1456	
Approach Delay, s/veh					47.9			15.9			13.0	
Approach LOS					D			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	8		5	6					
Case No			4.0	11.0		2.0	7.0					
Phs Duration (G+Y+Rc), s			78.0	12.0		18.5	59.5					
Change Period (Y+Rc), s			5.5	5.0		5.0	5.5					
Max Green (Gmax), s			46.5	33.0		19.0	22.5					
Max Allow Headway (MAH), s			5.2	5.3		3.8	5.2					
Max Q Clear (g_c+I1), s			4.8	7.1		13.2	26.3					
Green Ext Time (g_e), s			3.8	0.5		0.3	0.0					
Prob of Phs Call (p_c)			1.00	0.93		1.00	1.00					
Prob of Max Out (p_x)			0.00	0.00		0.24	0.00					
Left-Turn Movement Data												
Assigned Mvmt				3		5	1					
Mvmt Sat Flow, veh/h				1810		1810	0					
Through Movement Data												
Assigned Mvmt			2	8			6					
Mvmt Sat Flow, veh/h			3705	0			3705					
Right-Turn Movement Data												
Assigned Mvmt			12	18			16					
Mvmt Sat Flow, veh/h			0	1610			1610					
Left Lane Group Data												
Assigned Mvmt	0	0	3	0	5	1	0	0				
Lane Assignment			L+T		L (Prot)							

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	104	0	231	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	5.1	0.0	11.2	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	5.1	0.0	11.2	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	141	0	271	0	0	0
V/C Ratio (X)	0.00	0.00	0.74	0.00	0.85	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	663	0	382	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.64	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	40.6	0.0	37.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.3	0.0	8.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	47.9	0.0	45.6	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	2.2	0.0	4.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	0.6	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.5	0.0	5.5	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.11	0.00	0.91	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	498	0	0	0	1456	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	2.8	0.0	0.0	0.0	24.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.8	0.0	0.0	0.0	24.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	2907	0	0	0	2166	0	0
V/C Ratio (X)	0.00	0.17	0.00	0.00	0.00	0.67	0.00	0.00
Avail Cap (c_a), veh/h	0	2907	0	0	0	2166	0	0
Upstream Filter (I)	0.00	0.64	0.00	0.00	0.00	0.55	0.00	0.00
Uniform Delay (d1), s/veh	0.0	2.0	0.0	0.0	0.0	12.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.9	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
Control Delay (d), s/veh	0.0	2.1	0.0	0.0	0.0	13.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	0.0	0.0	8.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	0.0	0.0	9.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.68	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	126	0	0	966	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	590	0	0	966	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	0	799	0	0	0	0	584	152	948	583	0
Future Volume (veh/h)	130	0	799	0	0	0	0	584	152	948	583	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	141	0	868				0	635	0	1030	634	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	372	0	598				0	1143		543	2427	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Prop Arrive On Green	0.21	0.00	0.21				0.00	0.32	0.00	0.10	0.22	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	31.2	0.0	247.6				0.0	27.4	0.0	448.6	16.7	0.0
Ln Grp LOS	C	A	F				A	C		F	B	A
Approach Vol, veh/h		1009						635			1664	
Approach Delay, s/veh		217.4						27.4			284.0	
Approach LOS		F						C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		32.0	34.0		24.0		66.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	28.5		19.0		60.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		29.0	15.1		21.0		15.1					
Green Ext Time (g_e), s		0.0	3.6		0.0		5.1					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	1030	0	0	141	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	27.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	27.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	28.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	543	0	0	372	0	0	0	0
V/C Ratio (X)	1.90	0.00	0.00	0.38	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	543	0	0	372	0	0	0	0
Upstream Filter (I)	0.61	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	40.5	0.0	0.0	30.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	408.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	448.6	0.0	0.0	31.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	13.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	61.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	74.5	0.0	0.0	2.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	14.90	0.00	0.00	0.14	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	121.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment	T			T				
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	635	0	0	0	634	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	13.1	0.0	0.0	0.0	13.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.1	0.0	0.0	0.0	13.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1143	0	0	0	2427	0	0
V/C Ratio (X)	0.00	0.56	0.00	0.00	0.00	0.26	0.00	0.00
Avail Cap (c_a), veh/h	0	1143	0	0	0	2427	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.61	0.00	0.00
Uniform Delay (d1), s/veh	0.0	25.5	0.0	0.0	0.0	16.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.9	0.0	0.0	0.0	0.2	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
Control Delay (d), s/veh	0.0	27.4	0.0	0.0	0.0	16.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.5	0.0	0.0	0.0	6.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0



HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.8	0.0	0.0	0.0	6.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.39	0.00	0.00	0.00	0.39	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	868	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	598	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	1.45	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	598	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	212.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	247.6	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	17.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	1.74	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	67.4	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0

Intersection Summary

























HCM 6th Ctrl Delay	214.5
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Cumulative (2022) NP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	220	150	151	480	130	234	791	59	101	1147	293
Future Volume (veh/h)	216	220	150	151	480	130	234	791	59	101	1147	293
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	232	237	161	162	516	140	252	851	63	109	1233	315
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	223	514	435	204	494	419	253	1283	95	146	1144	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.27	0.27	0.11	0.26	0.26	0.14	0.38	0.37	0.08	0.32	0.32
Unsig. Movement Delay												
Ln Grp Delay, s/veh	115.7	31.1	30.1	53.3	89.6	30.5	98.0	31.0	30.9	56.6	84.2	34.5
Ln Grp LOS	F	C	C	D	F	C	F	C	C	E	F	C
Approach Vol, veh/h		630			818			1166			1657	
Approach Delay, s/veh		62.0			72.3			45.4			73.0	
Approach LOS		E			E			D			E	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		12.1	41.6	15.3	31.0	18.0	35.7	16.3	30.0			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		9.8	34.9	15.2	22.1	13.5	31.2	11.8	25.5			
Max Allow Headway (MAH), s		3.8	5.3	3.8	4.8	3.8	5.0	3.8	5.0			
Max Q Clear (g_c+I1), s		7.9	22.8	10.7	12.4	15.9	33.7	14.3	28.0			
Green Ext Time (g_e), s		0.0	4.7	0.2	1.3	0.0	0.0	0.0	0.0			
Prob of Phs Call (p_c)		0.95	1.00	0.99	1.00	1.00	1.00	1.00	1.00			
Prob of Max Out (p_x)		1.00	0.00	0.56	0.16	1.00	0.00	1.00	1.00			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3407		1900		3610		1900			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			252		1610		1610		1610			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	109	0	162	0	252	0	232	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	5.9	0.0	8.7	0.0	13.9	0.0	12.3	0.0
Cycle Q Clear Time (g_c), s	5.9	0.0	8.7	0.0	13.9	0.0	12.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	146	0	204	0	253	0	223	0
V/C Ratio (X)	0.75	0.00	0.79	0.00	0.99	0.00	1.04	0.00
Avail Cap (c_a), veh/h	186	0	284	0	253	0	223	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	45.0	0.0	43.2	0.0	43.0	0.0	43.8	0.0
Incr Delay (d2), s/veh	11.6	0.0	10.1	0.0	55.0	0.0	71.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	56.6	0.0	53.3	0.0	98.0	0.0	115.7	0.0
1st-Term Q (Q1), veh/ln	2.6	0.0	3.9	0.0	6.1	0.0	5.4	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.6	0.0	3.9	0.0	4.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	3.1	0.0	4.4	0.0	10.0	0.0	9.9	0.0
%ile Storage Ratio (RQ%)	0.30	0.00	0.25	0.00	1.00	0.00	1.90	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	2.4	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	451	0	237	0	1233	0	516
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	20.8	0.0	10.4	0.0	31.7	0.0	26.0
Cycle Q Clear Time (g_c), s	0.0	20.8	0.0	10.4	0.0	31.7	0.0	26.0
Lane Grp Cap (c), veh/h	0	680	0	514	0	1144	0	494
V/C Ratio (X)	0.00	0.66	0.00	0.46	0.00	1.08	0.00	1.04
Avail Cap (c_a), veh/h	0	680	0	514	0	1144	0	494
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.9	0.0	30.4	0.0	34.1	0.0	37.0
Incr Delay (d2), s/veh	0.0	5.1	0.0	0.6	0.0	50.1	0.0	52.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.0	0.0	31.1	0.0	84.2	0.0	89.6
1st-Term Q (Q1), veh/ln	0.0	8.7	0.0	4.7	0.0	13.5	0.0	11.8
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.1	0.0	8.0	0.0	7.2

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.6	0.0	4.8	0.0	21.4	0.0	19.0
%ile Storage Ratio (RQ%)	0.00	0.37	0.00	0.22	0.00	1.28	0.00	1.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	22.2	0.0	5.5
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	463	0	161	0	315	0	140
Grp Sat Flow (s), veh/h/ln	0	1855	0	1610	0	1610	0	1610
Q Serve Time (g_s), s	0.0	20.8	0.0	8.1	0.0	16.6	0.0	7.0
Cycle Q Clear Time (g_c), s	0.0	20.8	0.0	8.1	0.0	16.6	0.0	7.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.14	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	698	0	435	0	510	0	419
V/C Ratio (X)	0.00	0.66	0.00	0.37	0.00	0.62	0.00	0.33
Avail Cap (c_a), veh/h	0	698	0	435	0	510	0	419
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.0	0.0	29.6	0.0	29.0	0.0	30.0
Incr Delay (d2), s/veh	0.0	4.9	0.0	0.5	0.0	5.5	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.9	0.0	30.1	0.0	34.5	0.0	30.5
1st-Term Q (Q1), veh/ln	0.0	8.9	0.0	3.1	0.0	6.3	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.1	0.0	0.8	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.9	0.0	3.2	0.0	7.1	0.0	2.8
%ile Storage Ratio (RQ%)	0.00	0.38	0.00	0.14	0.00	0.88	0.00	0.69
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	63.7
HCM 6th LOS	E

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Traffic Vol, veh/h	24	70	125	529	560	38
Future Vol, veh/h	24	70	125	529	560	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	160	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	27	78	139	588	622	42

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1215	332	664	0	-	0
Stage 1	643	-	-	-	-	-
Stage 2	572	-	-	-	-	-
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	177	670	935	-	-	-
Stage 1	491	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	151	670	935	-	-	-
Mov Cap-2 Maneuver	281	-	-	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	935	-	281	670	-	-
HCM Lane V/C Ratio	0.149	-	0.095	0.116	-	-
HCM Control Delay (s)	9.5	-	19.2	11.1	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.3	0.4	-	-

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	8	28	4	3	72	64	582	8	109	513	8
Future Volume (veh/h)	1	8	28	4	3	72	64	582	8	109	513	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	1	9	31	4	3	79	70	640	9	120	564	9
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	2	24	82	9	4	105	91	2616	37	147	2723	43
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.00	0.06	0.06	0.01	0.07	0.06	0.05	0.72	0.72	0.08	0.75	0.75
Unsig. Movement Delay												
Ln Grp Delay, s/veh	147.0	0.0	60.8	92.4	0.0	69.7	73.9	6.7	6.7	69.3	5.2	5.2
Ln Grp LOS	F	A	E	F	A	E	E	A	A	E	A	A
Approach Vol, veh/h		41			86			719			693	
Approach Delay, s/veh		62.9			70.7			13.3			16.3	
Approach LOS		E			E			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		14.0	98.6	4.2	13.2	10.0	102.6	3.7	13.7			
Change Period (Y+Rc), s		3.5	5.3	3.5	4.9	3.5	5.3	3.5	4.9			
Max Green (Gmax), s		21.5	39.7	21.5	30.1	21.5	39.7	21.5	30.1			
Max Allow Headway (MAH), s		3.8	5.2	3.8	5.5	3.8	5.2	3.8	5.6			
Max Q Clear (g_c+I1), s		10.5	9.8	2.3	5.0	7.0	8.0	2.1	8.5			
Green Ext Time (g_e), s		0.2	4.3	0.0	0.2	0.1	3.8	0.0	0.4			
Prob of Phs Call (p_c)		0.99	1.00	0.13	0.99	0.92	1.00	0.04	0.99			
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3645		375		3637		59			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			51		1292		58		1560			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	120	0	4	0	70	0	1	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	8.5	0.0	0.3	0.0	5.0	0.0	0.1	0.0
Cycle Q Clear Time (g_c), s	8.5	0.0	0.3	0.0	5.0	0.0	0.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	147	0	9	0	91	0	2	0
V/C Ratio (X)	0.82	0.00	0.43	0.00	0.77	0.00	0.41	0.00
Avail Cap (c_a), veh/h	299	0	299	0	299	0	299	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	58.8	0.0	64.5	0.0	61.0	0.0	64.9	0.0
Incr Delay (d2), s/veh	10.5	0.0	28.0	0.0	12.9	0.0	82.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	69.3	0.0	92.4	0.0	73.9	0.0	147.0	0.0
1st-Term Q (Q1), veh/ln	3.9	0.0	0.1	0.0	2.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	0.1	0.0	0.3	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	4.3	0.0	0.2	0.0	2.6	0.0	0.1	0.0
%ile Storage Ratio (RQ%)	0.75	0.00	0.04	0.00	0.45	0.00	0.02	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	317	0	0	0	280	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	7.8	0.0	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.8	0.0	0.0	0.0	6.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1296	0	0	0	1352	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.00	0.00	0.21	0.00	0.00
Avail Cap (c_a), veh/h	0	1296	0	0	0	1352	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.3	0.0	0.0	0.0	4.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	0.3	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
Control Delay (d), s/veh	0.0	6.7	0.0	0.0	0.0	5.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.8	0.0	0.0	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.0	0.0	0.0	0.0	2.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.18	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	332	0	40	0	293	0	82
Grp Sat Flow (s), veh/h/ln	0	1891	0	1667	0	1890	0	1619
Q Serve Time (g_s), s	0.0	7.8	0.0	3.0	0.0	6.0	0.0	6.5
Cycle Q Clear Time (g_c), s	0.0	7.8	0.0	3.0	0.0	6.0	0.0	6.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.03	0.00	0.77	0.00	0.03	0.00	0.96
Lane Grp Cap (c), veh/h	0	1357	0	106	0	1415	0	109
V/C Ratio (X)	0.00	0.24	0.00	0.38	0.00	0.21	0.00	0.75
Avail Cap (c_a), veh/h	0	1357	0	386	0	1415	0	375
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	6.3	0.0	58.6	0.0	4.9	0.0	59.8
Incr Delay (d2), s/veh	0.0	0.4	0.0	2.2	0.0	0.3	0.0	9.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.7	0.0	60.8	0.0	5.2	0.0	69.7
1st-Term Q (Q1), veh/ln	0.0	2.9	0.0	1.3	0.0	2.1	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.1	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.1	0.0	1.3	0.0	2.3	0.0	3.0
%ile Storage Ratio (RQ%)	0.00	0.18	0.00	0.07	0.00	0.06	0.00	0.19
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0













Intersection Summary

HCM 6th Ctrl Delay	19.2
HCM 6th LOS	B



HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			 						
Traffic Volume (veh/h)	37	13	599	50	10	544			
Future Volume (veh/h)	37	13	599	50	10	544			
Number	3	18	2	12	1	6			
Initial Q, 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			
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	40	14	651	54	11	591			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes				Yes				
Cap, veh/h	140	125	2344	194	50	1499			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.08	0.08	0.69	0.68	0.03	0.79			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	27.2	26.1	4.0	4.0	30.7	2.1			
Ln Grp LOS	C	C	A	A	C	A			
Approach Vol, veh/h	54		705			602			
Approach Delay, s/veh	26.9		4.0			2.6			
Approach LOS	C		A			A			
Timer:		1	2	3	4	5	6	7	8
Assigned Phs		1	2	8			6		
Case No		2.0	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s		5.7	45.7	8.7			51.3		
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5		
Max Green (Gmax), s		7.0	21.5	18.0			33.0		
Max Allow Headway (MAH), s		3.8	5.3	3.9			5.2		
Max Q Clear (g_c+I1), s		2.4	6.4	3.3			7.7		
Green Ext Time (g_e), s		0.0	3.9	0.1			4.2		
Prob of Phs Call (p_c)		0.17	1.00	0.59			1.00		
Prob of Max Out (p_x)		0.19	0.00	0.00			0.02		
<b>Left-Turn Movement Data</b>									
Assigned Mvmt		1	5	3					
Mvmt Sat Flow, veh/h		1810	0	1810					
<b>Through Movement Data</b>									
Assigned Mvmt			2	8			6		
Mvmt Sat Flow, veh/h			3470	0			1900		
<b>Right-Turn Movement Data</b>									
Assigned Mvmt			12	18			16		
Mvmt Sat Flow, veh/h			280	1610			0		
<b>Left Lane Group Data</b>									
Assigned Mvmt		1	5	3	0	0	0	0	0
Lane Assignment		L (Prot)		L					

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Cumulative (2022) NP - AM Peak Hour

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	11	0	40	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	0	0	0	0
Q Serve Time (g_s), s	0.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	50	0	140	0	0	0	0	0
V/C Ratio (X)	0.22	0.00	0.28	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	226	0	558	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	28.5	0.0	26.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	30.7	0.0	27.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.5	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.6	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	348	0	0	0	591	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	4.4	0.0	0.0	0.0	5.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.4	0.0	0.0	0.0	5.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1254	0	0	0	1499	0	0
V/C Ratio (X)	0.00	0.28	0.00	0.00	0.00	0.39	0.00	0.00
Avail Cap (c_a), veh/h	0	1254	0	0	0	1499	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.5	0.0	0.0	0.0	1.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	0.2	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
Control Delay (d), s/veh	0.0	4.0	0.0	0.0	0.0	2.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	0.0	0.0	0.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

**HCM 6th Signalized Intersection Capacity Analysis**  
**15: Agua Mansa Rd & Transfer Station Driveway**

**Agua Mansa Industrial**  
 Cumulative (2022) NP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.1	0.0	0.0	0.0	0.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Right Lane Group Data**

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	357	14	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1850	1610	0	0	0	0	0
Q Serve Time (g_s), s	0.0	4.4	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.4	0.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.15	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1285	125	0	0	0	0	0
V/C Ratio (X)	0.00	0.28	0.11	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1285	496	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.5	25.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.0	26.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.0	0.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.2	0.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.01	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Intersection Summary**

HCM 6th Ctrl Delay	4.3
HCM 6th LOS	A

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	81	7	16	125	6	6
Future Vol, veh/h	81	7	16	125	6	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	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	90	8	18	139	7	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	98	0	200
Stage 1	-	-	-	-	94
Stage 2	-	-	-	-	106
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1508	-	776
Stage 1	-	-	-	-	925
Stage 2	-	-	-	-	913
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1508	-	766
Mov Cap-2 Maneuver	-	-	-	-	766
Stage 1	-	-	-	-	925
Stage 2	-	-	-	-	901

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	873	-	-	1508	-
HCM Lane V/C Ratio	0.015	-	-	0.012	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	212	192	471	265	630	236	682	549	836	1143	92
Future Volume (veh/h)	83	212	192	471	265	630	236	682	549	836	1143	92
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	226	204	501	282	0	251	726	584	889	1216	98
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	290	147	133	179	101		277	1213	541	362	1383	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.16	0.16	0.15	0.15	0.00	0.15	0.34	0.34	0.20	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	46.9	0.0	310.7	866.6	0.0	0.0	81.5	36.7	103.3	713.7	44.1	25.9
Ln Grp LOS	D	A	F	F	A		F	D	F	F	D	C
Approach Vol, veh/h		518			783			1561			2203	
Approach Delay, s/veh		265.9			866.6			68.8			313.5	
Approach LOS		F			F			E			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	3.0	10.0	11.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		30.0	49.1	25.0	25.0	24.1	55.0					
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7					
Max Green (Gmax), s		25.0	38.0	20.0	19.0	20.0	* 44					
Max Allow Headway (MAH), s		3.8	4.7	5.1	5.3	3.8	5.2					
Max Q Clear (g_c+I1), s		27.0	44.0	22.0	21.0	19.1	41.2					
Green Ext Time (g_e), s		0.0	0.0	0.0	0.0	0.1	2.1					
Prob of Phs Call (p_c)		1.00	1.00	1.00	1.00	1.00	1.00					
Prob of Max Out (p_x)		1.00	0.00	1.00	1.00	1.00	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		1810	1178	1810						
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3610	920	663		3610					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			1610	830	1610		1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L	L+T	L (Prot)						

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	889	0	88	783	251	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1841	1810	0	0	0
Q Serve Time (g_s), s	25.0	0.0	5.4	19.0	17.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	25.0	0.0	5.4	19.0	17.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.64	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	362	0	290	280	277	0	0	0
V/C Ratio (X)	2.46	0.00	0.30	2.80	0.91	0.00	0.00	0.00
Avail Cap (c_a), veh/h	362	0	290	280	290	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.44	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	50.0	0.0	46.4	53.2	52.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	663.7	0.0	0.6	813.5	29.4	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	713.7	0.0	46.9	866.6	81.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	11.2	0.0	2.4	8.8	7.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	66.7	0.0	0.0	63.2	2.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	78.0	0.0	2.5	72.0	10.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	9.75	0.00	0.56	4.13	2.77	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	131.8	0.0	0.0	125.8	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.6	0.0	0.0	0.7	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	726	0	0	0	1216	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	20.9	0.0	0.0	0.0	39.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.9	0.0	0.0	0.0	39.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1213	0	0	0	1383	0	0
V/C Ratio (X)	0.00	0.60	0.00	0.00	0.00	0.88	0.00	0.00
Avail Cap (c_a), veh/h	0	1213	0	0	0	1383	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	34.5	0.0	0.0	0.0	35.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.2	0.0	0.0	0.0	8.2	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
Control Delay (d), s/veh	0.0	36.7	0.0	0.0	0.0	44.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.2	0.0	0.0	0.0	17.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	1.6	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.5	0.0	0.0	0.0	18.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.54	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	T+R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	584	430	0	0	98	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1751	1610	0	1610	0	0
Q Serve Time (g_s), s	0.0	42.0	20.0	0.0	0.0	5.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	42.0	20.0	0.0	0.0	5.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.47	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	541	280	245	0	617	0	0
V/C Ratio (X)	0.00	1.08	1.54	0.00	0.00	0.16	0.00	0.00
Avail Cap (c_a), veh/h	0	541	280	245	0	617	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	41.5	52.6	0.0	0.0	25.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	61.8	258.1	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	103.3	310.7	0.0	0.0	25.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	16.4	8.8	0.0	0.0	1.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	9.3	20.1	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	25.7	28.9	0.0	0.0	2.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	4.15	1.38	0.00	0.00	0.23	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	10.7	37.5	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.4	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	318.7
HCM 6th LOS	F

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 6th Signalized Intersection Capacity Analysis

## 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Cumulative (2022) NP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (veh/h)	78	31	200	64	17	16	172	1437	42	6	1729	44
Future Volume (veh/h)	78	31	200	64	17	16	172	1437	42	6	1729	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	33	213	68	18	17	183	1529	45	6	1839	47
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	126	47	214	183	49	31	229	2072	61	90	1807	46
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.19	0.20	0.20	0.19	0.20	0.20	0.13	0.58	0.59	0.05	0.50	0.50
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.5	0.0	0.0	29.4	0.0	0.0	34.6	12.8	12.8	36.5	53.3	54.8
Ln Grp LOS	D	A	A	C	A	A	C	B	B	D	F	F
Approach Vol, veh/h		329			103			1757			1892	
Approach Delay, s/veh		51.5			29.4			15.1			54.0	
Approach LOS		D			C			B			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4	5	6		8			
Case No		2.0	4.0		8.0	2.0	4.0		8.0			
Phs Duration (G+Y+Rc), s		7.7	52.3		20.0	13.8	46.2		20.0			
Change Period (Y+Rc), s		3.7	6.0		* 4.2	3.7	6.0		* 4.2			
Max Green (Gmax), s		16.3	34.0		* 16	16.3	34.0		* 16			
Max Allow Headway (MAH), s		3.8	5.2		5.5	3.8	5.2		5.7			
Max Q Clear (g_c+I1), s		2.3	27.2		17.3	9.9	42.2		9.2			
Green Ext Time (g_e), s		0.0	5.1		0.0	0.3	0.0		0.2			
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00	1.00		1.00			
Prob of Max Out (p_x)		0.00	0.00		1.00	0.12	0.00		0.57			
Left-Turn Movement Data												
Assigned Mvmt		1			7	5			3			
Mvmt Sat Flow, veh/h		1810			353	1810			549			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3581		237		3597		249			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			105		1084		92		158			
Left Lane Group Data												
Assigned Mvmt		1	0	0	7	5	0	0	3			
Lane Assignment		L (Prot)			L+T+R	L (Prot)			L+T+R			



HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Cumulative (2022) NP - PM Peak Hour

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	6	0	0	329	183	0	0	103
Grp Sat Flow (s), veh/h/ln	1810	0	0	1674	1810	0	0	956
Q Serve Time (g_s), s	0.3	0.0	0.0	8.1	7.9	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	0.0	15.3	7.9	0.0	0.0	7.2
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1395	0	0	0	1152
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1832	0	0	0	892
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	15.3	0.0	0.0	0.0	15.3
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	2.5	0.0	0.0	0.0	1.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	2.5	0.0	0.0	0.0	1.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.25	1.00	0.00	0.00	0.66
Lane Grp Cap (c), veh/h	90	0	0	376	229	0	0	258
V/C Ratio (X)	0.07	0.00	0.00	0.87	0.80	0.00	0.00	0.40
Avail Cap (c_a), veh/h	369	0	0	376	369	0	0	258
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.09	0.00	0.00	1.00
Uniform Delay (d1), s/veh	36.2	0.0	0.0	31.8	34.0	0.0	0.0	28.4
Incr Delay (d2), s/veh	0.3	0.0	0.0	19.7	0.6	0.0	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	36.5	0.0	0.0	51.5	34.6	0.0	0.0	29.4
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	6.2	3.4	0.0	0.0	1.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.0	8.2	3.4	0.0	0.0	1.8
%ile Storage Ratio (RQ%)	0.02	0.00	0.00	0.92	0.59	0.00	0.00	0.23
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	769	0	0	0	919	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	25.0	0.0	0.0	0.0	40.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.0	0.0	0.0	0.0	40.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1045	0	0	0	907	0	0
V/C Ratio (X)	0.00	0.74	0.00	0.00	0.00	1.01	0.00	0.00
Avail Cap (c_a), veh/h	0	1045	0	0	0	907	0	0
Upstream Filter (I)	0.00	0.09	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.4	0.0	0.0	0.0	19.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	33.4	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
Control Delay (d), s/veh	0.0	12.8	0.0	0.0	0.0	53.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.7	0.0	0.0	0.0	14.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	8.4	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Cumulative (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.8	0.0	0.0	0.0	23.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.00	0.00	0.18	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R				T+R			
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	805	0	0	0	967	0	0
Grp Sat Flow (s), veh/h/ln	0	1881	0	0	0	1884	0	0
Q Serve Time (g_s), s	0.0	25.2	0.0	0.0	0.0	40.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.2	0.0	0.0	0.0	40.2	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	0.00	0.65	0.00	0.05	0.00	0.17
Lane Grp Cap (c), veh/h	0	1089	0	0	0	946	0	0
V/C Ratio (X)	0.00	0.74	0.00	0.00	0.00	1.02	0.00	0.00
Avail Cap (c_a), veh/h	0	1089	0	0	0	946	0	0
Upstream Filter (I)	0.00	0.09	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.4	0.0	0.0	0.0	19.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	34.9	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
Control Delay (d), s/veh	0.0	12.8	0.0	0.0	0.0	54.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.1	0.0	0.0	0.0	15.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	9.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.2	0.0	0.0	0.0	24.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.00	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	5.1	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary





















HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	0	181	545	110	188	67	1543	0	0	2047	22
Future Volume (veh/h)	32	0	181	545	110	188	67	1543	0	0	2047	22
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	33	0	189	568	115	196	70	1607	0	0	2132	23
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
Opposing Right Turn Influence	Yes			Yes			Yes			No		
Cap, veh/h	702	0	787	499	84	143	103	1269	0	0	1286	14
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.49	0.00	0.49	0.48	0.49	0.49	0.35	0.35	0.00	0.00	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.4	0.0	10.4	134.8	0.0	0.0	65.7	149.1	0.0	0.0	318.1	320.9
Ln Grp LOS	A	A	B	F	A	A	E	F	A	A	F	F
Approach Vol, veh/h		222			879			1677			2155	
Approach Delay, s/veh		10.3			134.8			145.6			319.5	
Approach LOS		B			F			F			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4		6		8			
Case No			6.0		8.0		8.0		7.0			
Phs Duration (G+Y+Rc), s			30.0		40.0		30.0		40.0			
Change Period (Y+Rc), s			5.4		5.8		5.4		5.8			
Max Green (Gmax), s			24.6		34.2		24.6		34.2			
Max Allow Headway (MAH), s			6.3		4.6		5.7		3.3			
Max Q Clear (g_c+I1), s			26.6		35.7		26.6		6.8			
Green Ext Time (g_e), s			0.0		0.0		0.0		0.5			
Prob of Phs Call (p_c)			1.00		1.00		1.00		1.00			
Prob of Max Out (p_x)			1.00		1.00		1.00		0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7		1		3			
Mvmt Sat Flow, veh/h			188		848		0		1226			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3705		172		3754		0			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			0		293		39		1610			
Left Lane Group Data												
Assigned Mvmt		0	5	0	7	0	1	0	3			
Lane Assignment			L		L+T+R				L+T			

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Cumulative (2022) NP - PM Peak Hour

Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	70	0	879	0	0	0	33
Grp Sat Flow (s), veh/h/ln	0	188	0	1312	0	0	0	1226
Q Serve Time (g_s), s	0.0	0.0	0.0	32.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.6	0.0	33.7	0.0	0.0	0.0	1.0
Perm LT Sat Flow (s_l), veh/h/ln	0	188	0	1213	0	0	0	1085
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1228
Perm LT Eff Green (g_p), s	0.0	24.6	0.0	33.7	0.0	0.0	0.0	34.2
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	32.7	0.0	0.0	0.0	0.5
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	32.7	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.65	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	103	0	716	0	0	0	702
V/C Ratio (X)	0.00	0.68	0.00	1.23	0.00	0.00	0.00	0.05
Avail Cap (c_a), veh/h	0	103	0	716	0	0	0	702
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	35.0	0.0	20.4	0.0	0.0	0.0	9.4
Incr Delay (d2), s/veh	0.0	30.7	0.0	114.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	65.7	0.0	134.8	0.0	0.0	0.0	9.4
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	11.6	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	22.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.0	0.0	34.3	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.64	0.00	1.52	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	40.7	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

#### Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	1607	0	0	0	1050	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	24.6	0.0	0.0	0.0	24.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.6	0.0	0.0	0.0	24.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1269	0	0	0	634	0	0
V/C Ratio (X)	0.00	1.27	0.00	0.00	0.00	1.66	0.00	0.00
Avail Cap (c_a), veh/h	0	1269	0	0	0	634	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.09	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.7	0.0	0.0	0.0	22.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	126.4	0.0	0.0	0.0	295.4	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
Control Delay (d), s/veh	0.0	149.1	0.0	0.0	0.0	318.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.5	0.0	0.0	0.0	9.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	22.3	0.0	0.0	0.0	52.1	0.0	0.0

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Cumulative (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	31.8	0.0	0.0	0.0	61.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	5.76	0.00	0.00	0.00	1.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	84.6	0.0	0.0	0.0	103.9	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.4	0.0	0.0

#### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						T+R		R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	1105	0	189
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1893	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	4.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	4.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.22	0.00	0.02	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	665	0	787
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	1.66	0.00	0.24
Avail Cap (c_a), veh/h	0	0	0	0	0	665	0	787
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.09	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	22.7	0.0	10.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	298.2	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	320.9	0.0	10.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	10.0	0.0	1.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	55.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	65.1	0.0	1.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	1.08	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	110.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

#### Intersection Summary

HCM 6th Ctrl Delay	213.6
HCM 6th LOS	F

HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) NP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1068	42	416	15	0	3	0	772	295	325	1146	0
Future Volume (veh/h)	1068	42	416	15	0	3	0	772	295	325	1146	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	1112	44	433	16	0	3	0	804	307	339	1194	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	403	30	0	0	0	639	244	361	1763	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
Prop Arrive On Green	0.25	0.25	0.25	0.02	0.00	0.00	0.00	0.25	0.25	0.20	0.49	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	153.7	0.0	119.1	73.7	0.0	0.0	0.0	185.5	187.2	83.7	29.5	0.0
Ln Grp LOS	F	A	F	E	A	A	A	F	F	F	C	A
Approach Vol, veh/h		1589			16			1111			1533	
Approach Delay, s/veh		0.0			73.7			186.3			41.5	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	33.4	40.8	7.7		73.8					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.3	2.8	5.0	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	27.8	37.0	3.2		37.4					
Green Ext Time (g_e), s		0.0	0.1	0.0	0.0		7.1					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.46		1.00					
Prob of Max Out (p_x)		1.00	1.00	1.00	0.00		0.01					
Left-Turn Movement Data												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
Through Movement Data												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		2650		0			3705					
Right-Turn Movement Data												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		974		1610			0					
Left Lane Group Data												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) NP - PM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	339	1156	16	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	25.8	0.0	1.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.8	0.0	1.2	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1436	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.96	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	361	0	30	0	0	0	0
V/C Ratio (X)	0.00	0.94	0.00	0.53	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	55.2	153.7	68.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	28.6	0.0	5.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	83.7	153.7	73.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.8	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	14.6	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	3.18	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	568	0	0	0	0	1194	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	35.4	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	35.4	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1763	0	0
V/C Ratio (X)	1.26	0.00	0.00	0.00	0.00	0.68	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	27.4	0.0	0.0
Incr Delay (d2), s/veh	133.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	185.5	0.0	0.0	0.0	0.0	29.5	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	15.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	16.7	0.0	0.0	0.0	0.0	0.5	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

## 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	32.5	0.0	0.0	0.0	0.0	15.7	0.0	0.0
%ile Storage Ratio (RQ%)	1.48	0.00	0.00	0.00	0.00	1.47	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	29.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	543	0	433	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1725	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.56	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	431	0	403	0	0	0	0	0
V/C Ratio (X)	1.26	0.00	1.08	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	431	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	52.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	134.7	0.0	66.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	187.2	0.0	119.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	15.1	0.0	14.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	16.1	0.0	7.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	31.2	0.0	21.5	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.42	0.00	21.54	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	28.1	0.0	7.6	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	64.0
HCM 6th LOS	E

### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.



HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) NP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	568	1029	0	0	925	308	0	2	1	372	1	442
Future Volume (veh/h)	568	1029	0	0	925	308	0	2	1	372	1	442
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	592	1072	0	0	964	321	0	2	1	388	1	460
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	540	2362	0	2	1158	517	0	527	263	346	1	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
Prop Arrive On Green	0.30	0.65	0.00	0.00	0.32	0.32	0.00	0.44	0.44	0.44	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	88.8	10.3	0.0	0.0	44.8	40.1	0.0	0.0	18.9	144.6	0.0	0.0
Ln Grp LOS	F	B	A	A	D	D	A	A	B	F	A	A
Approach Vol, veh/h		1664			1285			3			849	
Approach Delay, s/veh		38.2			43.6			18.9			144.6	
Approach LOS		D			D			B			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6	7	8			
Case No			8.0	2.0	4.0		8.0	2.0	3.0			
Phs Duration (G+Y+Rc), s			59.5	0.0	85.0		59.5	40.0	45.0			
Change Period (Y+Rc), s			* 5.9	* 4.2	6.5		5.9	* 4.2	6.5			
Max Green (Gmax), s			* 30	* 16	58.5		29.1	* 36	38.5			
Max Allow Headway (MAH), s			5.3	0.0	5.2		5.4	3.8	4.9			
Max Q Clear (g_c+I1), s			2.1	0.0	19.5		54.4	37.8	31.7			
Green Ext Time (g_e), s			0.0	0.0	10.0		0.0	0.0	4.1			
Prob of Phs Call (p_c)			1.00	0.00	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00	1.00	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5	3			1	7				
Mvmt Sat Flow, veh/h			0	1810			687	1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			1195		3705		2		3610			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			597		0		814		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		0	5	3	0	0	1	7	0			
Lane Assignment			L (Prot)				L+T+R		L (Prot)			

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) NP - PM Peak Hour

Lanes in Grp	0	0	1	0	0	1	1	0
Grp Vol (v), veh/h	0	0	0	0	0	849	592	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	0	1502	1810	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	51.6	35.8	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	52.4	35.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	1436	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	52.4	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	51.6	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	51.6	0.0	0.0
Time to First Blk (g_f), s	0.0	52.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	0.46	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	2	0	0	700	540	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	1.21	1.10	0.00
Avail Cap (c_a), veh/h	0	0	238	0	0	700	540	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.09	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	35.7	42.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	108.9	46.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	144.6	88.8	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	21.0	15.8	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	21.2	7.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	42.2	22.8	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	1.33	5.69	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	37.3	13.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.3	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	1072	0	0	0	964
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	17.5	0.0	0.0	0.0	29.7
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	17.5	0.0	0.0	0.0	29.7
Lane Grp Cap (c), veh/h	0	0	0	2362	0	0	0	1158
V/C Ratio (X)	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.83
Avail Cap (c_a), veh/h	0	0	0	2362	0	0	0	1158
Upstream Filter (I)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	10.2	0.0	0.0	0.0	37.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	7.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	10.3	0.0	0.0	0.0	44.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.6	0.0	0.0	0.0	13.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.6	0.0	0.0	0.0	14.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.38	0.00	0.00	0.00	2.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R			R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	3	0	0	0	0	0	321
Grp Sat Flow (s), veh/h/ln	0	1792	0	0	0	0	0	1610
Q Serve Time (g_s), s	0.0	0.1	0.0	0.0	0.0	0.0	0.0	20.3
Cycle Q Clear Time (g_c), s	0.0	0.1	0.0	0.0	0.0	0.0	0.0	20.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.33	0.00	0.00	0.00	0.54	0.00	1.00
Lane Grp Cap (c), veh/h	0	790	0	0	0	0	0	517
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.62
Avail Cap (c_a), veh/h	0	790	0	0	0	0	0	517
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.8	0.0	0.0	0.0	0.0	0.0	34.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.9	0.0	0.0	0.0	0.0	0.0	40.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.84
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	63.8
HCM 6th LOS	E

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	239	5	16	77	0	13
Future Vol, veh/h	239	5	16	77	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	257	5	17	83	0	14

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	262	0	- 260
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	- 6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	- 3.3
Pot Cap-1 Maneuver	-	-	1314	-	0 784
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1314	-	- 784
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-






















Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	784	-	-	1314	-
HCM Lane V/C Ratio	0.018	-	-	0.013	-
HCM Control Delay (s)	9.7	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

# HCM 6th Signalized Intersection Capacity Analysis

## 8: Market St & Via Cerro

Agua Mansa Industrial  
Cumulative (2022) NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	14	235	270	34	27	57	1207	75	12	1392	2
Future Volume (veh/h)	3	14	235	270	34	27	57	1207	75	12	1392	2
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	14	242	278	35	28	59	1244	77	12	1435	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	55	258	267	309	167	133	76	905	56	24	916	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.17	0.17	0.17	0.17	0.17	0.04	0.51	0.51	0.01	0.48	0.48
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.0	0.0	77.4	75.5	0.0	52.2	83.9	0.0	211.0	86.4	298.2	19.5
Ln Grp LOS	D	A	E	E	A	D	F	A	F	F	F	B
Approach Vol, veh/h		259			341			1380			1449	
Approach Delay, s/veh		75.7			71.2			205.5			296.1	
Approach LOS		E			E			F			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	4.0	11.0	10.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		5.9	80.6	28.8	29.7	10.1	76.4					
Change Period (Y+Rc), s		4.0	6.5	4.7	5.0	4.0	6.5					
Max Green (Gmax), s		16.0	38.5	35.3	35.0	16.0	38.5					
Max Allow Headway (MAH), s		3.8	5.3	4.1	4.1	3.8	5.2					
Max Q Clear (g_c+I1), s		3.0	76.1	23.4	23.8	6.7	71.9					
Green Ext Time (g_e), s		0.0	0.0	0.7	0.9	0.1	0.0					
Prob of Phs Call (p_c)		0.38	1.00	1.00	1.00	0.91	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.01	0.03	0.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		332	1810	1810						
Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			1771	1551	977		1900					
Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			110	1610	782		1610					
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L+T	L	L (Prot)						

HCM 6th Signalized Intersection Capacity Analysis  
 8: Market St & Via Cerro

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	12	0	17	278	59	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1883	1810	1810	0	0	0
Q Serve Time (g_s), s	1.0	0.0	1.1	21.8	4.7	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	1.1	21.8	4.7	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1810	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.18	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	24	0	313	309	76	0	0	0
V/C Ratio (X)	0.50	0.00	0.05	0.90	0.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	200	0	459	437	200	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	71.1	0.0	50.9	58.9	68.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	15.3	0.0	0.1	16.6	15.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	86.4	0.0	51.0	75.5	83.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.5	10.0	2.2	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	1.4	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.5	11.4	2.5	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.07	0.00	0.21	0.75	0.45	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment	T							
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	1435	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	69.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	69.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	916	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	1.57	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	916	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	37.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	260.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	298.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	31.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	66.3	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Cumulative (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	98.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.94	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	129.9	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	1321	242	63	0	2	0	0
Grp Sat Flow (s), veh/h/ln	0	1880	1610	1759	0	1610	0	0
Q Serve Time (g_s), s	0.0	74.1	21.4	4.5	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	74.1	21.4	4.5	0.0	0.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	1.00	0.44	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	961	267	300	0	776	0	0
V/C Ratio (X)	0.00	1.38	0.91	0.21	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	961	392	425	0	776	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	35.5	59.3	51.8	0.0	19.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	175.5	18.1	0.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	211.0	77.4	52.2	0.0	19.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	33.0	8.7	2.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	46.8	1.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	79.9	10.1	2.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.54	3.94	0.10	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	90.1	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
























Intersection Summary

HCM 6th Ctrl Delay	220.6
HCM 6th LOS	F

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Cumulative (2022) NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	17	90	272	1	55	10	1225	262	101	1689	1
Future Volume (veh/h)	2	17	90	272	1	55	10	1225	262	101	1689	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	18	97	293	0	59	11	1317	282	109	1816	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	15	136	129	381	0	170	501	2167	1136	147	1496	1
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.08	0.08	0.11	0.00	0.11	0.28	0.60	0.60	0.08	0.40	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.8	0.0	62.6	56.1	0.0	51.1	31.6	16.2	6.8	61.2	144.2	143.7
Ln Grp LOS	D	A	E	E	A	D	C	B	A	E	F	F
Approach Vol, veh/h		117			352			1610			1926	
Approach Delay, s/veh		60.8			55.3			14.7			139.3	
Approach LOS		E			E			B			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	6	5					
Case No		2.0	3.0	9.0	11.0	4.0	2.0					
Phs Duration (G+Y+Rc), s		13.7	76.0	16.6	13.6	52.5	37.3					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	48.0	18.0	18.0	48.0	18.0					
Max Allow Headway (MAH), s		3.8	5.0	3.8	4.2	5.2	3.8					
Max Q Clear (g_c+I1), s		9.1	29.5	11.5	9.1	50.5	2.5					
Green Ext Time (g_e), s		0.2	10.6	0.7	0.2	0.0	0.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.98	1.00	1.00					
Prob of Max Out (p_x)		0.01	0.00	0.19	0.02	1.00	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7		5					
Mvmt Sat Flow, veh/h		1810		3619	189		1810					
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4	6						
Mvmt Sat Flow, veh/h			3610	0	1701	3703						
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14	16						
Mvmt Sat Flow, veh/h			1610	1610	1610	2						
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	0	5	0	0			
Lane Assignment		L (Prot)		L	L+T		L (Prot)					



# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Cumulative (2022) NP - PM Peak Hour

Lanes in Grp	1	0	2	1	0	1	0	0
Grp Vol (v), veh/h	109	0	293	20	0	11	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1891	0	1810	0	0
Q Serve Time (g_s), s	7.1	0.0	9.5	1.2	0.0	0.5	0.0	0.0
Cycle Q Clear Time (g_c), s	7.1	0.0	9.5	1.2	0.0	0.5	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.10	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	147	0	381	151	0	501	0	0
V/C Ratio (X)	0.74	0.00	0.77	0.13	0.00	0.02	0.00	0.00
Avail Cap (c_a), veh/h	279	0	558	291	0	501	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	0.00	0.88	0.00	0.00
Uniform Delay (d1), s/veh	53.9	0.0	52.2	51.4	0.0	31.5	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.0	3.9	0.4	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	61.2	0.0	56.1	51.8	0.0	31.6	0.0	0.0
1st-Term Q (Q1), veh/ln	3.2	0.0	4.3	0.6	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.5	0.0	4.5	0.6	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.59	0.00	0.31	0.05	0.00	0.05	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	6	0	0	0
Lane Assignment		T			T			
Lanes in Grp	0	2	0	0	1	0	0	0
Grp Vol (v), veh/h	0	1317	0	0	885	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	1805	0	0	0
Q Serve Time (g_s), s	0.0	27.5	0.0	0.0	48.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	27.5	0.0	0.0	48.5	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2167	0	0	730	0	0	0
V/C Ratio (X)	0.00	0.61	0.00	0.00	1.21	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2167	0	0	730	0	0	0
Upstream Filter (I)	0.00	0.88	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.1	0.0	0.0	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	108.5	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.2	0.0	0.0	144.2	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.8	0.0	0.0	20.8	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	22.0	0.0	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Cumulative (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	11.1	0.0	0.0	42.8	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.85	0.00	0.00	3.59	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	38.9	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	18	14	16	0	0	0
Lane Assignment		R	R	R	T+R			
Lanes in Grp	0	1	1	1	1	0	0	0
Grp Vol (v), veh/h	0	282	59	97	932	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1610	1610	1900	0	0	0
Q Serve Time (g_s), s	0.0	7.5	4.1	7.1	48.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.5	4.1	7.1	48.5	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1136	170	129	768	0	0	0
V/C Ratio (X)	0.00	0.25	0.35	0.75	1.21	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1136	248	248	768	0	0	0
Upstream Filter (I)	0.00	0.88	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.3	49.8	54.0	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	1.2	8.6	108.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.8	51.1	62.6	143.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.6	1.6	2.9	21.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	0.3	23.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.7	1.7	3.2	44.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.28	0.34	0.28	3.77	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	41.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

### Intersection Summary




















HCM 6th Ctrl Delay	79.5
HCM 6th LOS	E

### Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	77	0	977	575	517	0	0	1821	231
Future Volume (veh/h)	0	0	0	77	0	977	575	517	0	0	1821	231
Number				3	8	18	5	2	12	1	6	16
Initial Q, 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		
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				79	0	0	587	528	0	0	1858	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
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				106	0		622	2999	0	0	1568	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.06	0.00	0.00	0.34	0.83	0.00	0.00	0.43	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				53.8	0.0	0.0	46.1	1.7	0.0	0.0	111.2	0.0
Ln Grp LOS				D	A		D	A	A	A	F	
Approach Vol, veh/h					79			1115			1858	
Approach Delay, s/veh					53.8			25.1			111.2	
Approach LOS					D			C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	8		5	6					
Case No			4.0	11.0		2.0	7.0					
Phs Duration (G+Y+Rc), s			84.4	10.6		37.6	46.8					
Change Period (Y+Rc), s			5.5	5.0		5.0	5.5					
Max Green (Gmax), s			61.5	23.0		35.0	21.5					
Max Allow Headway (MAH), s			5.2	5.3		3.8	5.2					
Max Q Clear (g_c+I1), s			4.8	6.1		31.9	43.3					
Green Ext Time (g_e), s			4.1	0.3		0.7	0.0					
Prob of Phs Call (p_c)			1.00	0.88		1.00	1.00					
Prob of Max Out (p_x)			0.00	0.00		1.00	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt				3		5	1					
Mvmt Sat Flow, veh/h				1810		1810	0					
<b>Through Movement Data</b>												
Assigned Mvmt			2	8			6					
Mvmt Sat Flow, veh/h			3705	0			3705					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18			16					
Mvmt Sat Flow, veh/h			0	1610			1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt	0	0	3	0	5	1	0	0				
Lane Assignment			L+T		L (Prot)							

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	79	0	587	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	4.1	0.0	29.9	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	4.1	0.0	29.9	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	41.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	106	0	622	0	0	0
V/C Ratio (X)	0.00	0.00	0.74	0.00	0.94	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	438	0	667	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.65	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	44.0	0.0	30.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	9.8	0.0	15.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	53.8	0.0	46.1	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.8	0.0	12.5	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	2.7	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.1	0.0	15.3	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.09	0.00	2.55	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	528	0	0	0	1858	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	2.8	0.0	0.0	0.0	41.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.8	0.0	0.0	0.0	41.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	2999	0	0	0	1568	0	0
V/C Ratio (X)	0.00	0.18	0.00	0.00	0.00	1.18	0.00	0.00
Avail Cap (c_a), veh/h	0	2999	0	0	0	1568	0	0
Upstream Filter (I)	0.00	0.65	0.00	0.00	0.00	0.18	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.6	0.0	0.0	0.0	26.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	84.4	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
Control Delay (d), s/veh	0.0	1.7	0.0	0.0	0.0	111.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	0.0	0.0	16.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	18.4	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.0	0.0	0.0	35.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	2.67	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	72.4	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	95	0	0	700	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	390	0	0	700	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary



















HCM 6th Ctrl Delay	78.3
HCM 6th LOS	E

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	0	1012	0	0	0	0	956	70	1074	823	0
Future Volume (veh/h)	136	0	1012	0	0	0	0	956	70	1074	823	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	139	0	1033				0	976	0	1096	840	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	238	0	388				0	1501		514	2717	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Prop Arrive On Green	0.14	0.00	0.14				0.00	0.42	0.00	0.47	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	42.2	0.0	797.1				0.0	24.4	0.0	534.5	0.0	0.0
Ln Grp LOS	D	A	F				A	C		F	A	A
Approach Vol, veh/h		1172						976			1936	
Approach Delay, s/veh		707.5						24.4			302.6	
Approach LOS		F						C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		32.0	45.0		18.0		77.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	39.5		13.0		71.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		29.0	22.6		15.0		2.0					
Green Ext Time (g_e), s		0.0	6.5		0.0		7.4					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	1096	0	0	139	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	27.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	27.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	39.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	514	0	0	238	0	0	0	0
V/C Ratio (X)	2.13	0.00	0.00	0.58	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	514	0	0	238	0	0	0	0
Upstream Filter (I)	0.09	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	25.0	0.0	0.0	38.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	509.6	0.0	0.0	3.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	534.5	0.0	0.0	42.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	8.8	0.0	0.0	3.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	72.8	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	81.6	0.0	0.0	3.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	16.33	0.00	0.00	0.17	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	145.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	976	0	0	0	840	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	20.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.6	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1501	0	0	0	2717	0	0
V/C Ratio (X)	0.00	0.65	0.00	0.00	0.00	0.31	0.00	0.00
Avail Cap (c_a), veh/h	0	1501	0	0	0	2717	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.09	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.4	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.4	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.8	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	1033	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	388	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	2.66	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	388	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	756.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	797.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	40.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	45.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	3.27	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	161.3	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	352.3
HCM 6th LOS	F

























Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Capacity Analysis  
12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Cumulative (2022) NP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	533	256	84	215	101	192	928	91	136	1126	194
Future Volume (veh/h)	306	533	256	84	215	101	192	928	91	136	1126	194
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	319	555	267	88	224	105	200	967	95	142	1173	202
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	330	578	490	135	374	317	207	1183	116	157	1186	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
Prop Arrive On Green	0.18	0.30	0.30	0.07	0.20	0.20	0.11	0.36	0.35	0.09	0.33	0.33
Unsig. Movement Delay												
Ln Grp Delay, s/veh	77.3	58.3	27.3	48.7	35.2	31.7	92.3	37.3	37.2	86.1	53.6	25.3
Ln Grp LOS	E	E	C	D	D	C	F	D	D	F	D	C
Approach Vol, veh/h		1141			417			1262			1517	
Approach Delay, s/veh		56.3			37.2			46.0			52.9	
Approach LOS		E			D			D			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		11.8	36.1	10.7	31.4	14.3	33.6	20.4	21.7			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		7.3	30.8	7.0	26.9	9.8	28.3	15.9	18.0			
Max Allow Headway (MAH), s		3.8	5.3	3.8	4.9	3.8	5.1	3.8	4.9			
Max Q Clear (g_c+I1), s		9.0	25.8	6.3	27.8	11.9	31.1	17.8	11.7			
Green Ext Time (g_e), s		0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.8			
Prob of Phs Call (p_c)		0.97	1.00	0.89	1.00	0.99	1.00	1.00	1.00			
Prob of Max Out (p_x)		1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.55			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3320		1900		3610		1900			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			326		1610		1610		1610			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	142	0	88	0	200	0	319	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	7.0	0.0	4.3	0.0	9.9	0.0	15.8	0.0
Cycle Q Clear Time (g_c), s	7.0	0.0	4.3	0.0	9.9	0.0	15.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	157	0	135	0	207	0	330	0
V/C Ratio (X)	0.91	0.00	0.65	0.00	0.97	0.00	0.97	0.00
Avail Cap (c_a), veh/h	157	0	151	0	207	0	330	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	40.7	0.0	40.5	0.0	39.7	0.0	36.5	0.0
Incr Delay (d2), s/veh	45.3	0.0	8.2	0.0	52.6	0.0	40.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	86.1	0.0	48.7	0.0	92.3	0.0	77.3	0.0
1st-Term Q (Q1), veh/ln	3.1	0.0	1.9	0.0	4.3	0.0	6.8	0.0
2nd-Term Q (Q2), veh/ln	2.0	0.0	0.3	0.0	3.0	0.0	3.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.0	0.0	2.2	0.0	7.4	0.0	10.5	0.0
%ile Storage Ratio (RQ%)	0.49	0.00	0.12	0.00	0.74	0.00	2.02	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	526	0	555	0	1173	0	224
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	23.8	0.0	25.8	0.0	29.1	0.0	9.7
Cycle Q Clear Time (g_c), s	0.0	23.8	0.0	25.8	0.0	29.1	0.0	9.7
Lane Grp Cap (c), veh/h	0	643	0	578	0	1186	0	374
V/C Ratio (X)	0.00	0.82	0.00	0.96	0.00	0.99	0.00	0.60
Avail Cap (c_a), veh/h	0	643	0	578	0	1186	0	391
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.3	0.0	30.8	0.0	30.0	0.0	32.9
Incr Delay (d2), s/veh	0.0	11.0	0.0	27.5	0.0	23.6	0.0	2.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.3	0.0	58.3	0.0	53.6	0.0	35.2
1st-Term Q (Q1), veh/ln	0.0	9.8	0.0	11.4	0.0	12.1	0.0	4.4
2nd-Term Q (Q2), veh/ln	0.0	2.0	0.0	4.4	0.0	3.9	0.0	0.2

**HCM 6th Signalized Intersection Capacity Analysis**  
**12: Riverside Ave & Agua Mansa Rd**

**Agua Mansa Industrial**  
 Cumulative (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.8	0.0	15.8	0.0	16.0	0.0	4.6
%ile Storage Ratio (RQ%)	0.00	0.45	0.00	0.72	0.00	0.96	0.00	0.26
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Right Lane Group Data**

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	536	0	267	0	202	0	105
Grp Sat Flow (s), veh/h/ln	0	1841	0	1610	0	1610	0	1610
Q Serve Time (g_s), s	0.0	23.8	0.0	12.4	0.0	8.7	0.0	5.0
Cycle Q Clear Time (g_c), s	0.0	23.8	0.0	12.4	0.0	8.7	0.0	5.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.18	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	656	0	490	0	529	0	317
V/C Ratio (X)	0.00	0.82	0.00	0.54	0.00	0.38	0.00	0.33
Avail Cap (c_a), veh/h	0	656	0	490	0	529	0	331
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.4	0.0	26.1	0.0	23.2	0.0	31.0
Incr Delay (d2), s/veh	0.0	10.8	0.0	1.2	0.0	2.1	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.2	0.0	27.3	0.0	25.3	0.0	31.7
1st-Term Q (Q1), veh/ln	0.0	10.0	0.0	4.6	0.0	3.2	0.0	1.9
2nd-Term Q (Q2), veh/ln	0.0	2.0	0.0	0.2	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	12.0	0.0	4.8	0.0	3.5	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.46	0.00	0.22	0.00	0.44	0.00	0.50
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Intersection Summary**

HCM 6th Ctrl Delay	50.3
HCM 6th LOS	D

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	136	89	820	560	16
Future Vol, veh/h	18	136	89	820	560	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	160	-	-	-
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	19	143	94	863	589	17

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1218	303	606	0	-	0
Stage 1	598	-	-	-	-	-
Stage 2	620	-	-	-	-	-
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	176	699	982	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	159	699	982	-	-	-
Mov Cap-2 Maneuver	294	-	-	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	504	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	982	-	294	699	-	-
HCM Lane V/C Ratio	0.095	-	0.064	0.205	-	-
HCM Control Delay (s)	9.1	-	18.1	11.5	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.2	0.8	-	-

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	4	62	29	7	149	28	748	13	45	647	3
Future Volume (veh/h)	12	4	62	29	7	149	28	748	13	45	647	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	5	71	33	8	171	32	860	15	52	744	3
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	28	13	180	48	9	201	48	2486	43	68	2567	10
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.02	0.12	0.11	0.03	0.13	0.13	0.03	0.68	0.69	0.04	0.70	0.70
Unsig. Movement Delay												
Ln Grp Delay, s/veh	77.2	0.0	54.5	78.2	0.0	64.8	77.8	9.2	9.2	78.0	8.1	8.1
Ln Grp LOS	E	A	D	E	A	E	E	A	A	E	A	A
Approach Vol, veh/h		90			212			907			799	
Approach Delay, s/veh		58.0			66.8			11.6			12.6	
Approach LOS		E			E			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		8.4	94.3	7.0	20.3	6.9	95.8	5.5	21.8			
Change Period (Y+Rc), s		3.5	5.3	3.5	4.9	3.5	5.3	3.5	4.9			
Max Green (Gmax), s		21.5	39.7	21.5	30.1	21.5	39.7	21.5	30.1			
Max Allow Headway (MAH), s		3.8	5.2	3.8	5.6	3.8	5.2	3.8	5.6			
Max Q Clear (g_c+I1), s		5.7	14.7	4.4	7.6	4.3	12.0	3.0	16.0			
Green Ext Time (g_e), s		0.1	6.0	0.0	0.4	0.0	5.1	0.0	0.8			
Prob of Phs Call (p_c)		0.85	1.00	0.70	1.00	0.69	1.00	0.40	1.00			
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3630		107		3687		72			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			63		1519		15		1549			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	52	0	33	0	32	0	14	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	3.7	0.0	2.4	0.0	2.3	0.0	1.0	0.0
Cycle Q Clear Time (g_c), s	3.7	0.0	2.4	0.0	2.3	0.0	1.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	68	0	48	0	48	0	28	0
V/C Ratio (X)	0.76	0.00	0.68	0.00	0.67	0.00	0.51	0.00
Avail Cap (c_a), veh/h	299	0	299	0	299	0	299	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	62.0	0.0	62.7	0.0	62.7	0.0	63.5	0.0
Incr Delay (d2), s/veh	16.0	0.0	15.5	0.0	15.1	0.0	13.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	78.0	0.0	78.2	0.0	77.8	0.0	77.2	0.0
1st-Term Q (Q1), veh/ln	1.7	0.0	1.1	0.0	1.1	0.0	0.5	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.2	0.0	0.2	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.0	0.0	1.3	0.0	1.3	0.0	0.6	0.0
%ile Storage Ratio (RQ%)	0.35	0.00	0.22	0.00	0.22	0.00	0.10	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	428	0	0	0	364	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	12.7	0.0	0.0	0.0	10.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	12.7	0.0	0.0	0.0	10.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1236	0	0	0	1257	0	0
V/C Ratio (X)	0.00	0.35	0.00	0.00	0.00	0.29	0.00	0.00
Avail Cap (c_a), veh/h	0	1236	0	0	0	1257	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.5	0.0	0.0	0.0	7.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	0.0	0.0	8.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.8	0.0	0.0	0.0	3.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.0	0.0	0.0	0.0	3.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.30	0.00	0.00	0.00	0.11	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data













Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	447	0	76	0	383	0	179
Grp Sat Flow (s), veh/h/ln	0	1889	0	1626	0	1897	0	1621
Q Serve Time (g_s), s	0.0	12.7	0.0	5.6	0.0	10.0	0.0	14.0
Cycle Q Clear Time (g_c), s	0.0	12.7	0.0	5.6	0.0	10.0	0.0	14.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.03	0.00	0.93	0.00	0.01	0.00	0.96
Lane Grp Cap (c), veh/h	0	1293	0	193	0	1321	0	211
V/C Ratio (X)	0.00	0.35	0.00	0.39	0.00	0.29	0.00	0.85
Avail Cap (c_a), veh/h	0	1293	0	377	0	1321	0	375
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	8.5	0.0	53.2	0.0	7.5	0.0	55.6
Incr Delay (d2), s/veh	0.0	0.7	0.0	1.3	0.0	0.6	0.0	9.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	54.5	0.0	8.1	0.0	64.8
1st-Term Q (Q1), veh/ln	0.0	5.0	0.0	2.3	0.0	3.9	0.0	5.8
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.1	0.0	0.2	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.2	0.0	2.4	0.0	4.1	0.0	6.3
%ile Storage Ratio (RQ%)	0.00	0.31	0.00	0.13	0.00	0.12	0.00	0.41
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	19.9
HCM 6th LOS	B

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			 						
Traffic Volume (veh/h)	32	29	743	66	22	691			
Future Volume (veh/h)	32	29	743	66	22	691			
Number	3	18	2	12	1	6			
Initial Q, 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			
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	34	31	790	70	23	735			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes				Yes				
Cap, veh/h	101	90	2208	196	336	1667			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.06	0.06	0.66	0.65	0.19	0.88			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	56.5	56.8	10.0	10.0	40.4	1.7			
Ln Grp LOS	E	E	B	B	D	A			
Approach Vol, veh/h	65		860			758			
Approach Delay, s/veh	56.6		10.0			2.8			
Approach LOS	E		B			A			
Timer:		1	2	3	4	5	6	7	8
Assigned Phs		2	1	8			6		
Case No		8.0	2.0	9.0			4.0		
Phs Duration (G+Y+Rc), s		83.0	26.3	10.7			109.3		
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5		
Max Green (Gmax), s		78.5	8.5	19.5			91.5		
Max Allow Headway (MAH), s		5.3	3.8	3.9			5.2		
Max Q Clear (g_c+I1), s		14.7	3.3	4.2			11.3		
Green Ext Time (g_e), s		6.7	0.0	0.1			6.5		
Prob of Phs Call (p_c)		1.00	0.54	0.89			1.00		
Prob of Max Out (p_x)		0.00	0.09	0.00			0.00		
Left-Turn Movement Data									
Assigned Mvmt		5	1	3					
Mvmt Sat Flow, veh/h		0	1810	1810					
Through Movement Data									
Assigned Mvmt		2		8			6		
Mvmt Sat Flow, veh/h		3449		0			1900		
Right-Turn Movement Data									
Assigned Mvmt		12		18			16		
Mvmt Sat Flow, veh/h		297		1610			0		
Left Lane Group Data									
Assigned Mvmt		5	1	3	0	0	0	0	0
Lane Assignment		L (Prot)		L					



**HCM 6th Signalized Intersection Capacity Analysis**  
**15: Agua Mansa Rd & Transfer Station Driveway**

**Agua Mansa Industrial**  
 Cumulative (2022) NP - PM Peak Hour

Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	23	34	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	1810	0	0	0	0	0
Q Serve Time (g_s), s	0.0	1.3	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.3	2.2	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	79.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	336	101	0	0	0	0	0
V/C Ratio (X)	0.00	0.07	0.34	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	336	302	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	40.3	54.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	1.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	40.4	56.5	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	1.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	1.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.07	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	8	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	1	0	0
Grp Vol (v), veh/h	425	0	0	0	0	735	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	12.6	0.0	0.0	0.0	0.0	9.3	0.0	0.0
Cycle Q Clear Time (g_c), s	12.6	0.0	0.0	0.0	0.0	9.3	0.0	0.0
Lane Grp Cap (c), veh/h	1188	0	0	0	0	1667	0	0
V/C Ratio (X)	0.36	0.00	0.00	0.00	0.00	0.44	0.00	0.00
Avail Cap (c_a), veh/h	1188	0	0	0	0	1667	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	9.2	0.0	0.0	0.0	0.0	1.5	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.0	0.0	0.2	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
Control Delay (d), s/veh	10.0	0.0	0.0	0.0	0.0	1.7	0.0	0.0
1st-Term Q (Q1), veh/ln	4.7	0.0	0.0	0.0	0.0	1.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Cumulative (2022) NP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	5.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.15	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	12	0	18	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	435	0	31	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1847	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	12.7	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	12.7	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.16	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	1216	0	90	0	0	0	0	0
V/C Ratio (X)	0.36	0.00	0.34	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1216	0	268	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	9.2	0.0	54.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.8	0.0	2.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	10.0	0.0	56.8	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	4.9	0.0	0.9	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	5.1	0.0	1.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.07	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	132	5	3	112	12	9
Future Vol, veh/h	132	5	3	112	12	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	-	-	-	-	-	-
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	143	5	3	122	13	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	148	0	213
Stage 1	-	-	-	-	146
Stage 2	-	-	-	-	67
Critical Hdwy	-	-	4.1	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.2	-	3.5
Pot Cap-1 Maneuver	-	-	1446	-	762
Stage 1	-	-	-	-	872
Stage 2	-	-	-	-	954
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1446	-	760
Mov Cap-2 Maneuver	-	-	-	-	760
Stage 1	-	-	-	-	872
Stage 2	-	-	-	-	952

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	841	-	-	1446	-
HCM Lane V/C Ratio	0.027	-	-	0.002	-
HCM Control Delay (s)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	252	191	418	175	708	181	824	363	683	842	53
Future Volume (veh/h)	100	252	191	418	175	708	181	824	363	683	842	53
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	274	208	454	190	0	197	896	395	742	915	58
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	290	160	122	197	82		225	1097	489	362	1370	611
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.16	0.16	0.15	0.15	0.00	0.12	0.30	0.30	0.20	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	47.7	0.0	386.2	648.4	0.0	0.0	74.1	47.0	53.4	532.1	34.8	25.3
Ln Grp LOS	D	A	F	F	A		E	D	D	F	C	C
Approach Vol, veh/h		591			644			1488			1715	
Approach Delay, s/veh		323.8			648.4			52.3			249.7	
Approach LOS		F			F			D			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	3.0	10.0	11.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		30.0	45.0	25.0	25.0	20.6	54.4					
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7					
Max Green (Gmax), s		25.0	38.0	20.0	19.0	20.0	* 44					
Max Allow Headway (MAH), s		3.8	4.9	5.1	5.3	3.8	5.2					
Max Q Clear (g_c+I1), s		27.0	30.7	22.0	21.0	15.4	28.3					
Green Ext Time (g_e), s		0.0	4.2	0.0	0.0	0.2	6.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	1.00	1.00	1.00					
Prob of Max Out (p_x)		1.00	0.00	1.00	1.00	0.52	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		1810	1294	1810						
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3610	1002	541		3610					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			1610	761	1610		1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L	L+T	L (Prot)						

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	742	0	109	644	197	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1835	1810	0	0	0
Q Serve Time (g_s), s	25.0	0.0	6.7	19.0	13.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	25.0	0.0	6.7	19.0	13.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.70	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	362	0	290	279	225	0	0	0
V/C Ratio (X)	2.05	0.00	0.38	2.31	0.87	0.00	0.00	0.00
Avail Cap (c_a), veh/h	362	0	290	279	290	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.57	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	50.0	0.0	46.9	53.2	53.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	482.1	0.0	0.8	595.3	20.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	532.1	0.0	47.7	648.4	74.1	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	11.2	0.0	3.0	8.8	6.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	48.5	0.0	0.1	46.1	1.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	59.7	0.0	3.1	54.9	7.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	7.46	0.00	0.71	3.15	2.04	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	95.0	0.0	0.0	91.3	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.5	0.0	0.0	0.6	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	896	0	0	0	915	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	28.7	0.0	0.0	0.0	26.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	28.7	0.0	0.0	0.0	26.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1097	0	0	0	1370	0	0
V/C Ratio (X)	0.00	0.82	0.00	0.00	0.00	0.67	0.00	0.00
Avail Cap (c_a), veh/h	0	1097	0	0	0	1370	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	40.3	0.0	0.0	0.0	32.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.7	0.0	0.0	0.0	2.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	47.0	0.0	0.0	0.0	34.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	12.7	0.0	0.0	0.0	11.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	0.5	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	13.7	0.0	0.0	0.0	11.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.29	0.00	0.00	0.00	0.35	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	T+R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	395	482	0	0	58	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1763	1610	0	1610	0	0
Q Serve Time (g_s), s	0.0	28.3	20.0	0.0	0.0	2.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	28.3	20.0	0.0	0.0	2.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.43	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	489	282	245	0	611	0	0
V/C Ratio (X)	0.00	0.81	1.71	0.00	0.00	0.09	0.00	0.00
Avail Cap (c_a), veh/h	0	489	282	245	0	611	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	40.1	52.6	0.0	0.0	25.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	13.3	333.6	0.0	0.0	0.3	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
Control Delay (d), s/veh	0.0	53.4	386.2	0.0	0.0	25.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.1	8.8	0.0	0.0	1.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.8	26.1	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	12.9	35.0	0.0	0.0	1.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	2.09	1.67	0.00	0.00	0.13	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	251.2
HCM 6th LOS	F

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 6th Signalized Intersection Capacity Analysis

## 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Cumulative (2022) WP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	13	138	39	15	5	161	1527	21	8	1195	44
Future Volume (veh/h)	44	13	138	39	15	5	161	1527	21	8	1195	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	54	16	168	48	18	6	196	1862	26	10	1457	54
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	102	35	196	187	64	16	242	2206	31	90	1852	69
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.17	0.18	0.16	0.17	0.18	0.13	0.61	0.61	0.05	0.52	0.52
Unsig. Movement Delay												
Ln Grp Delay, s/veh	38.7	0.0	0.0	29.7	0.0	0.0	34.4	13.5	13.5	36.8	22.0	22.0
Ln Grp LOS	D	A	A	C	A	A	C	B	B	D	C	C
Approach Vol, veh/h		238			72			2084			1521	
Approach Delay, s/veh		38.7			29.7			15.5			22.1	
Approach LOS		D			C			B			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4	5	6		8			
Case No		2.0	4.0		8.0	2.0	4.0		8.0			
Phs Duration (G+Y+Rc), s		7.7	54.4		17.9	14.4	47.7		17.9			
Change Period (Y+Rc), s		3.7	6.0		* 4.2	3.7	6.0		* 4.2			
Max Green (Gmax), s		16.3	34.0		* 16	16.3	34.0		* 16			
Max Allow Headway (MAH), s		3.8	5.2		5.5	3.8	5.2		5.6			
Max Q Clear (g_c+I1), s		2.4	35.1		13.4	10.4	28.7		6.2			
Green Ext Time (g_e), s		0.0	0.0		0.3	0.3	4.0		0.2			
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00	1.00		1.00			
Prob of Max Out (p_x)		0.00	0.00		1.00	0.19	0.00		0.05			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1			7	5			3			
Mvmt Sat Flow, veh/h		1810			275	1810			657			
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3645		203		3550		376			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			51		1147		131		94			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	0	7	5	0	0	3			
Lane Assignment		L (Prot)			L+T+R	L (Prot)			L+T+R			

## HCM 6th Signalized Intersection Capacity Analysis 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Cumulative (2022) WP - AM Peak Hour

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	10	0	0	238	196	0	0	72
Grp Sat Flow (s), veh/h/ln	1810	0	0	1625	1810	0	0	1128
Q Serve Time (g_s), s	0.4	0.0	0.0	7.2	8.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.4	0.0	0.0	11.4	8.4	0.0	0.0	4.2
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1409	0	0	0	1219
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1879	0	0	0	1014
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	13.2	0.0	0.0	0.0	13.2
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	9.0	0.0	0.0	0.0	1.8
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	7.2	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	3.2	0.0	0.0	0.0	1.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	3.2	0.0	0.0	0.0	1.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.23	1.00	0.00	0.00	0.67
Lane Grp Cap (c), veh/h	90	0	0	323	242	0	0	261
V/C Ratio (X)	0.11	0.00	0.00	0.74	0.81	0.00	0.00	0.28
Avail Cap (c_a), veh/h	369	0	0	365	369	0	0	297
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.09	0.00	0.00	1.00
Uniform Delay (d1), s/veh	36.3	0.0	0.0	32.0	33.7	0.0	0.0	29.1
Incr Delay (d2), s/veh	0.5	0.0	0.0	6.7	0.8	0.0	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	36.8	0.0	0.0	38.7	34.4	0.0	0.0	29.7
1st-Term Q (Q1), veh/ln	0.2	0.0	0.0	4.3	3.6	0.0	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.6	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.0	4.9	3.6	0.0	0.0	1.2
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.55	0.63	0.00	0.00	0.16
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	920	0	0	0	739	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	32.8	0.0	0.0	0.0	26.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	32.8	0.0	0.0	0.0	26.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1092	0	0	0	942	0	0
V/C Ratio (X)	0.00	0.84	0.00	0.00	0.00	0.79	0.00	0.00
Avail Cap (c_a), veh/h	0	1092	0	0	0	942	0	0
Upstream Filter (I)	0.00	0.09	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.7	0.0	0.0	0.0	15.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	6.5	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
Control Delay (d), s/veh	0.0	13.5	0.0	0.0	0.0	22.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.0	0.0	0.0	0.0	9.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	1.7	0.0	0.0



HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Cumulative (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.3	0.0	0.0	0.0	11.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.19	0.00	0.00	0.00	0.09	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R				T+R			
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	968	0	0	0	772	0	0
Grp Sat Flow (s), veh/h/ln	0	1891	0	0	0	1876	0	0
Q Serve Time (g_s), s	0.0	33.1	0.0	0.0	0.0	26.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	33.1	0.0	0.0	0.0	26.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.03	0.00	0.71	0.00	0.07	0.00	0.08
Lane Grp Cap (c), veh/h	0	1144	0	0	0	979	0	0
V/C Ratio (X)	0.00	0.85	0.00	0.00	0.00	0.79	0.00	0.00
Avail Cap (c_a), veh/h	0	1144	0	0	0	979	0	0
Upstream Filter (I)	0.00	0.09	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.8	0.0	0.0	0.0	15.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	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
Control Delay (d), s/veh	0.0	13.5	0.0	0.0	0.0	22.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.7	0.0	0.0	0.0	10.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	1.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.9	0.0	0.0	0.0	11.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.09	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary





















HCM 6th Ctrl Delay	19.7
HCM 6th LOS	B

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	0	225	372	115	280	74	1512	0	0	1452	19
Future Volume (veh/h)	31	0	225	372	115	280	74	1512	0	0	1452	19
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	33	0	242	400	124	301	80	1626	0	0	1561	20
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
Opposing Right Turn Influence	Yes			Yes			Yes			No		
Cap, veh/h	554	0	787	390	97	236	103	1269	0	0	1283	16
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.49	0.00	0.49	0.48	0.49	0.49	0.35	0.35	0.00	0.00	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.5	0.0	10.9	105.5	0.0	0.0	77.9	155.6	0.0	0.0	127.2	127.7
Ln Grp LOS	A	A	B	F	A	A	E	F	A	A	F	F
Approach Vol, veh/h		275			825			1706			1581	
Approach Delay, s/veh		10.7			105.5			152.0			127.5	
Approach LOS		B			F			F			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4		6		8			
Case No			6.0		8.0		8.0		7.0			
Phs Duration (G+Y+Rc), s			30.0		40.0		30.0		40.0			
Change Period (Y+Rc), s			5.4		5.8		5.4		5.8			
Max Green (Gmax), s			24.6		34.2		24.6		34.2			
Max Allow Headway (MAH), s			6.0		4.7		5.7		3.3			
Max Q Clear (g_c+I1), s			26.6		35.7		26.6		8.3			
Green Ext Time (g_e), s			0.0		0.0		0.0		0.6			
Prob of Phs Call (p_c)			1.00		1.00		1.00		1.00			
Prob of Max Out (p_x)			1.00		1.00		1.00		0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7		1		3			
Mvmt Sat Flow, veh/h			329		642		0		924			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3705		199		3745		0			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			0		483		47		1610			
Left Lane Group Data												
Assigned Mvmt		0	5	0	7	0	1	0	3			
Lane Assignment			L		L+T+R				L+T			

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Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	80	0	825	0	0	0	33
Grp Sat Flow (s), veh/h/ln	0	329	0	1325	0	0	0	924
Q Serve Time (g_s), s	0.0	0.0	0.0	32.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.6	0.0	33.7	0.0	0.0	0.0	1.3
Perm LT Sat Flow (s_l), veh/h/ln	0	329	0	1156	0	0	0	978
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	923
Perm LT Eff Green (g_p), s	0.0	24.6	0.0	33.7	0.0	0.0	0.0	34.2
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	32.4	0.0	0.0	0.0	0.5
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	32.4	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.48	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	103	0	714	0	0	0	554
V/C Ratio (X)	0.00	0.78	0.00	1.16	0.00	0.00	0.00	0.06
Avail Cap (c_a), veh/h	0	103	0	714	0	0	0	554
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	35.0	0.0	20.3	0.0	0.0	0.0	9.5
Incr Delay (d2), s/veh	0.0	42.9	0.0	85.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	77.9	0.0	105.5	0.0	0.0	0.0	9.5
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	11.4	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	16.9	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.5	0.0	28.3	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.80	0.00	1.25	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	27.7	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	1626	0	0	0	771	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	24.6	0.0	0.0	0.0	24.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.6	0.0	0.0	0.0	24.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1269	0	0	0	634	0	0
V/C Ratio (X)	0.00	1.28	0.00	0.00	0.00	1.22	0.00	0.00
Avail Cap (c_a), veh/h	0	1269	0	0	0	634	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.49	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.7	0.0	0.0	0.0	22.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	132.9	0.0	0.0	0.0	104.5	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
Control Delay (d), s/veh	0.0	155.6	0.0	0.0	0.0	127.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.5	0.0	0.0	0.0	9.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	23.4	0.0	0.0	0.0	18.4	0.0	0.0

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	32.9	0.0	0.0	0.0	27.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	5.96	0.00	0.00	0.00	0.47	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	89.3	0.0	0.0	0.0	34.2	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0

**Right Lane Group Data**

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						T+R		R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	810	0	242
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1892	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	6.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	6.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.36	0.00	0.02	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	665	0	787
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	1.22	0.00	0.31
Avail Cap (c_a), veh/h	0	0	0	0	0	665	0	787
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.49	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	22.7	0.0	10.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	105.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	127.7	0.0	10.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	10.0	0.0	2.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	19.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	29.3	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	36.2	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

**Intersection Summary**

HCM 6th Ctrl Delay	125.5
HCM 6th LOS	F

HCM 6th Signalized Intersection Capacity Analysis

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) WP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↖	↗	↘		↗		↖	↗	↘	↖	↗
Traffic Volume (veh/h)	1152	11	230	11	0	4	0	810	562	268	767	0
Future Volume (veh/h)	1152	11	230	11	0	4	0	810	562	268	767	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	1200	11	240	11	0	4	0	844	585	279	799	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	351	22	0	0	0	515	348	304	1647	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
Prop Arrive On Green	0.21	0.22	0.22	0.01	0.00	0.00	0.00	0.25	0.25	0.17	0.46	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	167.4	0.0	54.2	74.7	0.0	0.0	0.0	346.6	369.0	78.1	27.6	0.0
Ln Grp LOS	F	A	D	E	A	A	A	F	F	E	C	A
Approach Vol, veh/h		1451			11			1429			1078	
Approach Delay, s/veh		0.0			74.7			357.5			40.7	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	28.9	36.3	7.1		69.3					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.4	2.8	5.1	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	23.2	21.2	2.8		23.6					
Green Ext Time (g_e), s		0.0	0.2	9.4	0.0		4.2					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.35		1.00					
Prob of Max Out (p_x)		1.00	0.02	0.70	0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
Through Movement Data												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		2157		0			3705					
Right-Turn Movement Data												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		1393		1610			0					
Left Lane Group Data												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) WP - AM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	279	1211	11	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	21.2	0.0	0.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.2	0.0	0.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1435	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.99	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	304	0	22	0	0	0	0
V/C Ratio (X)	0.00	0.92	0.00	0.49	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	57.3	167.4	68.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	20.8	0.0	6.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	78.1	167.4	74.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.7	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	11.5	0.0	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	2.49	0.00	0.01	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	736	0	0	0	0	799	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	21.6	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	21.6	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1647	0	0
V/C Ratio (X)	1.63	0.00	0.00	0.00	0.00	0.49	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	26.6	0.0	0.0
Incr Delay (d2), s/veh	294.1	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	346.6	0.0	0.0	0.0	0.0	27.6	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	9.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	36.9	0.0	0.0	0.0	0.0	0.2	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	52.7	0.0	0.0	0.0	0.0	9.6	0.0	0.0
%ile Storage Ratio (RQ%)	2.39	0.00	0.00	0.00	0.00	0.90	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	71.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## Right Lane Group Data

Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	693	0	240	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1649	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	19.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	19.2	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.84	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	412	0	351	0	0	0	0	0
V/C Ratio (X)	1.68	0.00	0.68	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	412	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	50.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	316.5	0.0	3.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	369.0	0.0	54.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	14.4	0.0	7.8	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	36.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	50.7	0.0	8.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	2.30	0.00	8.14	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	70.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## Intersection Summary

HCM 6th Ctrl Delay	140.0
HCM 6th LOS	F





















## Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Capacity Analysis

## 6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	412	879	6	3	880	481	6	1	3	257	1	414
Future Volume (veh/h)	412	879	6	3	880	481	6	1	3	257	1	414
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	443	945	6	3	946	517	6	1	3	276	1	445
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	474	2131	14	6	1158	517	205	40	84	206	1	265
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.26	0.58	0.58	0.00	0.32	0.32	0.27	0.28	0.27	0.27	0.28	0.27
Unsig. Movement Delay												
Ln Grp Delay, s/veh	46.5	14.4	14.4	118.1	43.9	80.5	31.7	0.0	0.0	303.1	0.0	0.0
Ln Grp LOS	D	B	B	F	D	F	C	A	A	F	A	A
Approach Vol, veh/h		1394			1466			10			722	
Approach Delay, s/veh		24.6			57.0			31.7			303.1	
Approach LOS		C			E			C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6	7	8			
Case No			8.0	2.0	4.0		8.0	2.0	3.0			
Phs Duration (G+Y+Rc), s			39.4	4.6	76.0		39.4	35.6	45.0			
Change Period (Y+Rc), s			* 5.9	* 4.2	6.5		5.9	* 4.2	6.5			
Max Green (Gmax), s			* 30	* 16	58.5		29.1	* 36	38.5			
Max Allow Headway (MAH), s			6.1	3.8	5.2		5.4	3.8	4.8			
Max Q Clear (g_c+I1), s			2.5	2.2	19.5		35.0	30.7	40.5			
Green Ext Time (g_e), s			0.0	0.0	7.4		0.0	0.7	0.0			
Prob of Phs Call (p_c)			1.00	0.10	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00	0.54	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5	3			1	7				
Mvmt Sat Flow, veh/h			562	1810			590	1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			145		3677		2		3610			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			303		23		951		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		0	5	3	0	0	1	7	0			
Lane Assignment			L+T+R	L (Prot)			L+T+R	L (Prot)				



HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) WP - AM Peak Hour

Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	10	3	0	0	722	443	0
Grp Sat Flow (s), veh/h/ln	0	1009	1810	0	0	1543	1810	0
Q Serve Time (g_s), s	0.0	0.0	0.2	0.0	0.0	32.5	28.7	0.0
Cycle Q Clear Time (g_c), s	0.0	0.5	0.2	0.0	0.0	33.0	28.7	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	959	0	0	0	1435	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	976	0	0	0	1864	0	0
Perm LT Eff Green (g_p), s	0.0	33.0	0.0	0.0	0.0	33.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	32.5	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	32.5	0.0	0.0
Time to First Blk (g_f), s	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.60	1.00	0.00	0.00	0.38	1.00	0.00
Lane Grp Cap (c), veh/h	0	325	6	0	0	466	474	0
V/C Ratio (X)	0.00	0.03	0.52	0.00	0.00	1.55	0.93	0.00
Avail Cap (c_a), veh/h	0	325	238	0	0	466	540	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.09	0.00
Uniform Delay (d1), s/veh	0.0	31.5	59.7	0.0	0.0	44.8	43.3	0.0
Incr Delay (d2), s/veh	0.0	0.2	58.3	0.0	0.0	258.3	3.2	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.7	118.1	0.0	0.0	303.1	46.5	0.0
1st-Term Q (Q1), veh/ln	0.0	0.2	0.1	0.0	0.0	14.2	12.7	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	33.4	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.2	0.0	0.0	47.6	13.2	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.09	0.00	0.00	1.50	3.29	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	64.1	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	2
Grp Vol (v), veh/h	0	0	0	464	0	0	0	946
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	17.4	0.0	0.0	0.0	28.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	17.4	0.0	0.0	0.0	28.9
Lane Grp Cap (c), veh/h	0	0	0	1046	0	0	0	1158
V/C Ratio (X)	0.00	0.00	0.00	0.44	0.00	0.00	0.00	0.82
Avail Cap (c_a), veh/h	0	0	0	1046	0	0	0	1158
Upstream Filter (I)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	14.3	0.0	0.0	0.0	37.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	6.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	14.4	0.0	0.0	0.0	43.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.9	0.0	0.0	0.0	12.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	7.0	0.0	0.0	0.0	13.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.40	0.00	0.00	0.00	2.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R				R
Lanes in Grp	0	0	0	1	0	0	0	1
Grp Vol (v), veh/h	0	0	0	487	0	0	0	517
Grp Sat Flow (s), veh/h/ln	0	0	0	1896	0	0	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	17.5	0.0	0.0	0.0	38.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	17.5	0.0	0.0	0.0	38.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.30	0.00	0.01	0.00	0.62	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	1099	0	0	0	517
V/C Ratio (X)	0.00	0.00	0.00	0.44	0.00	0.00	0.00	1.00
Avail Cap (c_a), veh/h	0	0	0	1099	0	0	0	517
Upstream Filter (I)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	14.3	0.0	0.0	0.0	40.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	39.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	14.4	0.0	0.0	0.0	80.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	7.3	0.0	0.0	0.0	15.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	7.3	0.0	0.0	0.0	20.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.42	0.00	0.00	0.00	11.51
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary

HCM 6th Ctrl Delay	93.8
HCM 6th LOS	F

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	1.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		↔
Traffic Vol, veh/h	202	3	24	41	0	19
Future Vol, veh/h	202	3	24	41	0	19
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	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	259	4	31	53	0	24






















Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	263	0	- 261
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	- 6.2
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	- 3.3
Pot Cap-1 Maneuver	-	-	1313	-	0 783
Stage 1	-	-	-	-	0 -
Stage 2	-	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1313	-	- 783
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	783	-	-	1313	-
HCM Lane V/C Ratio	0.031	-	-	0.023	-
HCM Control Delay (s)	9.7	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Cumulative (2022) WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	34	184	126	13	26	49	1404	192	28	1119	3
Future Volume (veh/h)	2	34	184	126	13	26	49	1404	192	28	1119	3
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	35	192	131	14	27	51	1462	200	29	1166	3
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	14	243	218	160	51	99	66	1002	137	43	1139	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.14	0.14	0.09	0.09	0.09	0.04	0.61	0.61	0.02	0.60	0.60
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.5	0.0	72.3	74.6	0.0	62.8	85.9	0.0	239.5	87.0	61.8	11.6
Ln Grp LOS	E	A	E	E	A	E	F	A	F	F	F	B
Approach Vol, veh/h		229			172			1713			1198	
Approach Delay, s/veh		69.6			71.8			234.9			62.2	
Approach LOS		E			E			F			E	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	4.0	11.0	10.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		7.4	95.3	24.4	17.8	9.3	93.5					
Change Period (Y+Rc), s		4.0	6.5	4.7	5.0	4.0	6.5					
Max Green (Gmax), s		16.0	38.5	35.3	35.0	16.0	38.5					
Max Allow Headway (MAH), s		3.8	5.3	4.2	4.2	3.8	5.2					
Max Q Clear (g_c+I1), s		4.3	90.8	19.0	12.3	6.1	89.0					
Green Ext Time (g_e), s		0.0	0.0	0.7	0.5	0.1	0.0					
Prob of Phs Call (p_c)		0.69	1.00	1.00	1.00	0.87	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		102	1810	1810						
Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			1636	1792	580		1900					
Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			224	1610	1119		1610					
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L+T	L	L (Prot)						

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Cumulative (2022) WP - AM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	29	0	37	131	51	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1895	1810	1810	0	0	0
Q Serve Time (g_s), s	2.3	0.0	2.5	10.3	4.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.3	0.0	2.5	10.3	4.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1810	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.05	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	43	0	257	160	66	0	0	0
V/C Ratio (X)	0.67	0.00	0.14	0.82	0.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	200	0	461	437	200	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	70.2	0.0	55.3	64.9	69.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	16.8	0.0	0.3	9.7	16.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	87.0	0.0	55.5	74.6	85.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.1	0.0	1.2	4.8	1.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.4	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.3	0.0	1.2	5.2	2.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	0.48	0.34	0.39	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment	T							
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	1166	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	87.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	87.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1139	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	1.02	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1139	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	29.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	32.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	61.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	37.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Cumulative (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	48.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.46	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	6.6	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Right Lane Group Data
























Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	1662	192	41	0	3	0	0
Grp Sat Flow (s), veh/h/ln	0	1860	1610	1699	0	1610	0	0
Q Serve Time (g_s), s	0.0	88.8	17.0	3.3	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	88.8	17.0	3.3	0.0	0.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.12	1.00	0.66	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1139	218	151	0	966	0	0
V/C Ratio (X)	0.00	1.46	0.88	0.27	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1139	392	410	0	966	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	28.1	61.5	61.9	0.0	11.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	211.4	10.8	1.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	239.5	72.3	62.8	0.0	11.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	37.4	7.0	1.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	66.9	0.7	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	104.3	7.6	1.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.70	2.97	0.07	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	130.7	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	152.5
HCM 6th LOS	F

HCM 6th Signalized Intersection Capacity Analysis  
 9: Market St & Rivera St

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	9	308	0	55	38	1557	278	65	1304	3
Future Volume (veh/h)	0	0	9	308	0	55	38	1557	278	65	1304	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	9	318	0	57	39	1605	287	67	1344	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	0	40	34	442	0	197	857	2150	1156	151	760	2
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
Prop Arrive On Green	0.00	0.00	0.02	0.12	0.00	0.12	0.95	1.00	1.00	0.08	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	47.4	40.3	0.0	36.8	1.3	1.6	0.3	41.3	392.7	392.3
Ln Grp LOS	A	A	D	D	A	D	A	A	A	D	F	F
Approach Vol, veh/h		9			375			1931			1414	
Approach Delay, s/veh		47.4			39.7			1.4			375.9	
Approach LOS		D			D			A			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	6	5					
Case No		2.0	3.0	9.0	11.0	4.0	2.0					
Phs Duration (G+Y+Rc), s		11.5	57.6	15.0	5.9	22.5	46.6					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	18.0	18.0	18.0	18.0	18.0					
Max Allow Headway (MAH), s		3.8	5.1	3.8	4.0	5.2	3.8					
Max Q Clear (g_c+I1), s		5.2	2.0	9.6	2.5	20.5	2.1					
Green Ext Time (g_e), s		0.1	11.4	0.9	0.0	0.0	0.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.20	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.07	0.00	1.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7		5					
Mvmt Sat Flow, veh/h		1810		3619	0		1810					
Through Movement Data												
Assigned Mvmt			2	8	4	6						
Mvmt Sat Flow, veh/h			3610	0	1900	3695						
Right-Turn Movement Data												
Assigned Mvmt			12	18	14	16						
Mvmt Sat Flow, veh/h			1610	1610	1610	8						
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	0	5	0	0			
Lane Assignment		L (Prot)		L			L (Prot)					

HCM 6th Signalized Intersection Capacity Analysis  
 9: Market St & Rivera St

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

Lanes in Grp	1	0	2	0	0	1	0	0
Grp Vol (v), veh/h	67	0	318	0	0	39	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	0	1810	0	0
Q Serve Time (g_s), s	3.2	0.0	7.6	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	3.2	0.0	7.6	0.0	0.0	0.1	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	151	0	442	0	0	857	0	0
V/C Ratio (X)	0.44	0.00	0.72	0.00	0.00	0.05	0.00	0.00
Avail Cap (c_a), veh/h	372	0	744	0	0	857	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.67	0.00	0.00
Uniform Delay (d1), s/veh	39.3	0.0	38.0	0.0	0.0	1.3	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	2.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	41.3	0.0	40.3	0.0	0.0	1.3	0.0	0.0
1st-Term Q (Q1), veh/ln	1.4	0.0	3.3	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.5	0.0	3.5	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.25	0.00	0.24	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	8	4	6	0	0	0
Lane Assignment		T		T	T			
Lanes in Grp	0	2	0	1	1	0	0	0
Grp Vol (v), veh/h	0	1605	0	0	656	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	1805	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2150	0	40	371	0	0	0
V/C Ratio (X)	0.00	0.75	0.00	0.00	1.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2150	0	391	371	0	0	0
Upstream Filter (I)	0.00	0.67	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.0	357.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.6	0.0	0.0	392.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	7.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	36.8	0.0	0.0	0.0



# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Cumulative (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.0	0.0	44.7	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	3.75	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	71.4	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	18	14	16	0	0	0
Lane Assignment		R	R	R	T+R			
Lanes in Grp	0	1	1	1	1	0	0	0
Grp Vol (v), veh/h	0	287	57	9	691	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1610	1610	1899	0	0	0
Q Serve Time (g_s), s	0.0	0.0	2.9	0.5	18.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	2.9	0.5	18.5	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1156	197	34	390	0	0	0
V/C Ratio (X)	0.00	0.25	0.29	0.26	1.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1156	331	331	390	0	0	0
Upstream Filter (I)	0.00	0.67	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	36.0	43.4	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.8	4.0	356.6	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	36.8	47.4	392.3	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.1	0.2	8.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	38.7	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	1.2	0.2	47.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.23	0.02	3.94	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	75.1	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0

### Intersection Summary




















HCM 6th Ctrl Delay	147.4
HCM 6th LOS	F

### Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	102	0	1372	226	500	0	0	1442	178
Future Volume (veh/h)	0	0	0	102	0	1372	226	500	0	0	1442	178
Number				3	8	18	5	2	12	1	6	16
Initial Q, 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		
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				104	0	0	231	510	0	0	1471	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
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				141	0		271	2907	0	0	2166	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.08	0.00	0.00	0.15	0.81	0.00	0.00	0.60	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				47.9	0.0	0.0	45.5	2.1	0.0	0.0	13.1	0.0
Ln Grp LOS				D	A		D	A	A	A	B	
Approach Vol, veh/h					104			741			1471	
Approach Delay, s/veh					47.9			15.6			13.1	
Approach LOS					D			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	8		5	6					
Case No			4.0	11.0		2.0	7.0					
Phs Duration (G+Y+Rc), s			78.0	12.0		18.5	59.5					
Change Period (Y+Rc), s			5.5	5.0		5.0	5.5					
Max Green (Gmax), s			46.5	33.0		19.0	22.5					
Max Allow Headway (MAH), s			5.2	5.3		3.8	5.2					
Max Q Clear (g_c+I1), s			4.9	7.1		13.2	26.8					
Green Ext Time (g_e), s			3.9	0.5		0.3	0.0					
Prob of Phs Call (p_c)			1.00	0.93		1.00	1.00					
Prob of Max Out (p_x)			0.00	0.00		0.24	0.00					
Left-Turn Movement Data												
Assigned Mvmt				3		5	1					
Mvmt Sat Flow, veh/h				1810		1810	0					
Through Movement Data												
Assigned Mvmt			2	8			6					
Mvmt Sat Flow, veh/h			3705	0			3705					
Right-Turn Movement Data												
Assigned Mvmt			12	18			16					
Mvmt Sat Flow, veh/h			0	1610			1610					
Left Lane Group Data												
Assigned Mvmt	0	0	3	0	5	1	0	0				
Lane Assignment			L+T		L (Prot)							

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	104	0	231	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	5.1	0.0	11.2	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	5.1	0.0	11.2	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	141	0	271	0	0	0
V/C Ratio (X)	0.00	0.00	0.74	0.00	0.85	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	663	0	382	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.63	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	40.6	0.0	37.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.3	0.0	8.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	47.9	0.0	45.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	2.2	0.0	4.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	0.6	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.5	0.0	5.5	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.11	0.00	0.91	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	510	0	0	0	1471	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	2.9	0.0	0.0	0.0	24.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.9	0.0	0.0	0.0	24.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	2907	0	0	0	2166	0	0
V/C Ratio (X)	0.00	0.18	0.00	0.00	0.00	0.68	0.00	0.00
Avail Cap (c_a), veh/h	0	2907	0	0	0	2166	0	0
Upstream Filter (I)	0.00	0.63	0.00	0.00	0.00	0.53	0.00	0.00
Uniform Delay (d1), s/veh	0.0	2.0	0.0	0.0	0.0	12.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.9	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
Control Delay (d), s/veh	0.0	2.1	0.0	0.0	0.0	13.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	0.0	0.0	8.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	0.0	0.0	9.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.69	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	126	0	0	966	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	590	0	0	966	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↘					↕↗		↗	↕↗	
Traffic Volume (veh/h)	130	0	799	0	0	0	0	596	152	960	587	0
Future Volume (veh/h)	130	0	799	0	0	0	0	596	152	960	587	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	141	0	868				0	648	0	1043	638	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	372	0	598				0	1143		543	2427	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Prop Arrive On Green	0.21	0.00	0.21				0.00	0.32	0.00	0.10	0.22	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	31.2	0.0	247.6				0.0	27.6	0.0	459.2	16.8	0.0
Ln Grp LOS	C	A	F				A	C		F	B	A
Approach Vol, veh/h		1009						648			1681	
Approach Delay, s/veh		217.4						27.6			291.3	
Approach LOS		F						C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		32.0	34.0		24.0		66.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	28.5		19.0		60.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		29.0	15.5		21.0		15.1					
Green Ext Time (g_e), s		0.0	3.6		0.0		5.1					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	1043	0	0	141	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	27.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	27.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	28.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	543	0	0	372	0	0	0	0
V/C Ratio (X)	1.92	0.00	0.00	0.38	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	543	0	0	372	0	0	0	0
Upstream Filter (I)	0.60	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	40.5	0.0	0.0	30.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	418.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	459.2	0.0	0.0	31.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	13.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	63.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	76.1	0.0	0.0	2.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	15.23	0.00	0.00	0.14	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	125.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	648	0	0	0	638	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	13.5	0.0	0.0	0.0	13.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.5	0.0	0.0	0.0	13.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1143	0	0	0	2427	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.00	0.00	0.26	0.00	0.00
Avail Cap (c_a), veh/h	0	1143	0	0	0	2427	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.60	0.00	0.00
Uniform Delay (d1), s/veh	0.0	25.6	0.0	0.0	0.0	16.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.0	0.0	0.2	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
Control Delay (d), s/veh	0.0	27.6	0.0	0.0	0.0	16.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.6	0.0	0.0	0.0	6.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.9	0.0	0.0	0.0	6.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.40	0.00	0.00	0.00	0.40	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	868	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	598	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	1.45	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	598	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	212.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	247.6	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	17.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	1.74	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	67.4	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	217.8
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

# HCM 6th Signalized Intersection Capacity Analysis

## 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Cumulative (2022) WP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	220	152	151	480	130	241	791	59	101	1147	325
Future Volume (veh/h)	224	220	152	151	480	130	241	791	59	101	1147	325
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	237	163	162	516	140	259	851	63	109	1233	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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	223	514	435	204	494	419	253	1283	95	146	1144	510
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.27	0.27	0.11	0.26	0.26	0.14	0.38	0.37	0.08	0.32	0.32
Unsig. Movement Delay												
Ln Grp Delay, s/veh	128.0	31.1	30.2	53.3	89.6	30.5	105.4	31.0	30.9	56.6	84.2	37.0
Ln Grp LOS	F	C	C	D	F	C	F	C	C	E	F	D
Approach Vol, veh/h		641			818			1173			1691	
Approach Delay, s/veh		67.3			72.3			47.4			72.7	
Approach LOS		E			E			D			E	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		12.1	41.6	15.3	31.0	18.0	35.7	16.3	30.0			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		9.8	34.9	15.2	22.1	13.5	31.2	11.8	25.5			
Max Allow Headway (MAH), s		3.8	5.3	3.8	4.8	3.8	5.0	3.8	5.0			
Max Q Clear (g_c+I1), s		7.9	22.8	10.7	12.4	16.0	33.7	14.3	28.0			
Green Ext Time (g_e), s		0.0	4.7	0.2	1.3	0.0	0.0	0.0	0.0			
Prob of Phs Call (p_c)		0.95	1.00	0.99	1.00	1.00	1.00	1.00	1.00			
Prob of Max Out (p_x)		1.00	0.00	0.56	0.16	1.00	0.00	1.00	1.00			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3407		1900		3610		1900			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			252		1610		1610		1610			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				



HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	109	0	162	0	259	0	241	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	5.9	0.0	8.7	0.0	14.0	0.0	12.3	0.0
Cycle Q Clear Time (g_c), s	5.9	0.0	8.7	0.0	14.0	0.0	12.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	146	0	204	0	253	0	223	0
V/C Ratio (X)	0.75	0.00	0.79	0.00	1.02	0.00	1.08	0.00
Avail Cap (c_a), veh/h	186	0	284	0	253	0	223	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	45.0	0.0	43.2	0.0	43.0	0.0	43.8	0.0
Incr Delay (d2), s/veh	11.6	0.0	10.1	0.0	62.4	0.0	84.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	56.6	0.0	53.3	0.0	105.4	0.0	128.0	0.0
1st-Term Q (Q1), veh/ln	2.6	0.0	3.9	0.0	6.2	0.0	5.4	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.6	0.0	4.4	0.0	5.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	3.1	0.0	4.4	0.0	10.6	0.0	10.6	0.0
%ile Storage Ratio (RQ%)	0.30	0.00	0.25	0.00	1.06	0.00	2.05	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	1.4	0.0	4.6	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	451	0	237	0	1233	0	516
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	20.8	0.0	10.4	0.0	31.7	0.0	26.0
Cycle Q Clear Time (g_c), s	0.0	20.8	0.0	10.4	0.0	31.7	0.0	26.0
Lane Grp Cap (c), veh/h	0	680	0	514	0	1144	0	494
V/C Ratio (X)	0.00	0.66	0.00	0.46	0.00	1.08	0.00	1.04
Avail Cap (c_a), veh/h	0	680	0	514	0	1144	0	494
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	25.9	0.0	30.4	0.0	34.1	0.0	37.0
Incr Delay (d2), s/veh	0.0	5.1	0.0	0.6	0.0	50.1	0.0	52.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.0	0.0	31.1	0.0	84.2	0.0	89.6
1st-Term Q (Q1), veh/ln	0.0	8.7	0.0	4.7	0.0	13.5	0.0	11.8
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.1	0.0	8.0	0.0	7.2

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.6	0.0	4.8	0.0	21.4	0.0	19.0
%ile Storage Ratio (RQ%)	0.00	0.37	0.00	0.22	0.00	1.28	0.00	1.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	22.2	0.0	5.5
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.3

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	463	0	163	0	349	0	140
Grp Sat Flow (s), veh/h/ln	0	1855	0	1610	0	1610	0	1610
Q Serve Time (g_s), s	0.0	20.8	0.0	8.2	0.0	18.9	0.0	7.0
Cycle Q Clear Time (g_c), s	0.0	20.8	0.0	8.2	0.0	18.9	0.0	7.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.14	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	698	0	435	0	510	0	419
V/C Ratio (X)	0.00	0.66	0.00	0.37	0.00	0.68	0.00	0.33
Avail Cap (c_a), veh/h	0	698	0	435	0	510	0	419
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.0	0.0	29.6	0.0	29.8	0.0	30.0
Incr Delay (d2), s/veh	0.0	4.9	0.0	0.5	0.0	7.3	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.9	0.0	30.2	0.0	37.0	0.0	30.5
1st-Term Q (Q1), veh/ln	0.0	8.9	0.0	3.1	0.0	7.2	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.1	0.0	1.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.9	0.0	3.2	0.0	8.2	0.0	2.8
%ile Storage Ratio (RQ%)	0.00	0.38	0.00	0.15	0.00	1.02	0.00	0.69
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	64.9
HCM 6th LOS	E

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	94	173	535	560	75
Future Vol, veh/h	28	94	173	535	560	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	160	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	31	104	192	594	622	83

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1345	353	705	0	-	0
Stage 1	664	-	-	-	-	-
Stage 2	681	-	-	-	-	-
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	145	649	902	-	-	-
Stage 1	479	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	114	649	902	-	-	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	377	-	-	-	-	-
Stage 2	469	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14	2.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	902	-	242	649	-	-
HCM Lane V/C Ratio	0.213	-	0.129	0.161	-	-
HCM Control Delay (s)	10.1	-	22.1	11.6	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.8	-	0.4	0.6	-	-

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	8	44	4	3	72	156	630	8	109	537	8
Future Volume (veh/h)	7	8	44	4	3	72	156	630	8	109	537	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	8	9	48	4	3	79	171	692	9	120	590	9
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	17	19	100	9	4	106	199	2588	34	147	2476	38
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.01	0.07	0.07	0.01	0.07	0.06	0.11	0.71	0.71	0.08	0.68	0.68
Unsig. Movement Delay												
Ln Grp Delay, s/veh	81.6	0.0	61.1	92.4	0.0	69.4	71.6	7.3	7.3	69.3	8.4	8.4
Ln Grp LOS	F	A	E	F	A	E	E	A	A	E	A	A
Approach Vol, veh/h		65			86			872			719	
Approach Delay, s/veh		63.6			70.5			19.9			18.5	
Approach LOS		E			E			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		14.0	97.5	4.2	14.3	17.8	93.7	4.8	13.7			
Change Period (Y+Rc), s		3.5	5.3	3.5	4.9	3.5	5.3	3.5	4.9			
Max Green (Gmax), s		21.5	39.7	21.5	30.1	21.5	39.7	21.5	30.1			
Max Allow Headway (MAH), s		3.8	5.2	3.8	5.5	3.8	5.2	3.8	5.6			
Max Q Clear (g_c+I1), s		10.5	10.8	2.3	6.3	14.1	10.0	2.6	8.5			
Green Ext Time (g_e), s		0.2	4.7	0.0	0.2	0.3	3.9	0.0	0.4			
Prob of Phs Call (p_c)		0.99	1.00	0.13	1.00	1.00	1.00	0.25	0.99			
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3649		261		3640		59			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			47		1389		55		1560			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	120	0	4	0	171	0	8	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	8.5	0.0	0.3	0.0	12.1	0.0	0.6	0.0
Cycle Q Clear Time (g_c), s	8.5	0.0	0.3	0.0	12.1	0.0	0.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	147	0	9	0	199	0	17	0
V/C Ratio (X)	0.82	0.00	0.43	0.00	0.86	0.00	0.46	0.00
Avail Cap (c_a), veh/h	299	0	299	0	299	0	299	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	58.8	0.0	64.5	0.0	56.9	0.0	64.0	0.0
Incr Delay (d2), s/veh	10.5	0.0	28.0	0.0	14.7	0.0	17.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	69.3	0.0	92.4	0.0	71.6	0.0	81.6	0.0
1st-Term Q (Q1), veh/ln	3.9	0.0	0.1	0.0	5.5	0.0	0.3	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	0.1	0.0	0.8	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	4.3	0.0	0.2	0.0	6.3	0.0	0.3	0.0
%ile Storage Ratio (RQ%)	0.75	0.00	0.04	0.00	1.09	0.00	0.06	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	342	0	0	0	292	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	8.8	0.0	0.0	0.0	8.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	8.8	0.0	0.0	0.0	8.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1280	0	0	0	1228	0	0
V/C Ratio (X)	0.00	0.27	0.00	0.00	0.00	0.24	0.00	0.00
Avail Cap (c_a), veh/h	0	1280	0	0	0	1228	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.8	0.0	0.0	0.0	7.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.5	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
Control Delay (d), s/veh	0.0	7.3	0.0	0.0	0.0	8.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.2	0.0	0.0	0.0	3.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.4	0.0	0.0	0.0	3.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.09	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data













Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	359	0	57	0	307	0	82
Grp Sat Flow (s), veh/h/ln	0	1891	0	1650	0	1890	0	1619
Q Serve Time (g_s), s	0.0	8.8	0.0	4.3	0.0	8.0	0.0	6.5
Cycle Q Clear Time (g_c), s	0.0	8.8	0.0	4.3	0.0	8.0	0.0	6.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.03	0.00	0.84	0.00	0.03	0.00	0.96
Lane Grp Cap (c), veh/h	0	1341	0	119	0	1286	0	110
V/C Ratio (X)	0.00	0.27	0.00	0.48	0.00	0.24	0.00	0.75
Avail Cap (c_a), veh/h	0	1341	0	382	0	1286	0	375
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	6.8	0.0	58.2	0.0	7.9	0.0	59.7
Incr Delay (d2), s/veh	0.0	0.5	0.0	3.0	0.0	0.4	0.0	9.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.3	0.0	61.1	0.0	8.4	0.0	69.4
1st-Term Q (Q1), veh/ln	0.0	3.4	0.0	1.8	0.0	3.2	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.1	0.0	0.2	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.6	0.0	1.9	0.0	3.3	0.0	3.0
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.10	0.00	0.09	0.00	0.19
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	23.5
HCM 6th LOS	C

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			 						
Traffic Volume (veh/h)	37	13	739	50	10	584			
Future Volume (veh/h)	37	13	739	50	10	584			
Number	3	18	2	12	1	6			
Initial Q, 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			
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	40	14	803	54	11	635			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes				Yes				
Cap, veh/h	140	125	2384	160	50	1499			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.08	0.08	0.69	0.68	0.03	0.79			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	27.2	26.1	4.4	4.4	30.7	2.2			
Ln Grp LOS	C	C	A	A	C	A			
Approach Vol, veh/h	54		857			646			
Approach Delay, s/veh	26.9		4.4			2.7			
Approach LOS	C		A			A			
Timer:		1	2	3	4	5	6	7	8
Assigned Phs		1	2	8			6		
Case No		2.0	8.0	9.0			4.0		
Phs Duration (G+Y+Rc), s		5.7	45.7	8.7			51.3		
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5		
Max Green (Gmax), s		7.0	21.5	18.0			33.0		
Max Allow Headway (MAH), s		3.8	5.3	3.9			5.2		
Max Q Clear (g_c+I1), s		2.4	7.6	3.3			8.4		
Green Ext Time (g_e), s		0.0	4.7	0.1			4.6		
Prob of Phs Call (p_c)		0.17	1.00	0.59			1.00		
Prob of Max Out (p_x)		0.19	0.00	0.00			0.03		
<b>Left-Turn Movement Data</b>									
Assigned Mvmt		1	5	3					
Mvmt Sat Flow, veh/h		1810	0	1810					
<b>Through Movement Data</b>									
Assigned Mvmt			2	8			6		
Mvmt Sat Flow, veh/h			3528	0			1900		
<b>Right-Turn Movement Data</b>									
Assigned Mvmt			12	18			16		
Mvmt Sat Flow, veh/h			231	1610			0		
<b>Left Lane Group Data</b>									
Assigned Mvmt		1	5	3	0	0	0	0	0
Lane Assignment		L (Prot)		L					

HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Cumulative (2022) WP - AM Peak Hour

Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	11	0	40	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	0	0	0	0
Q Serve Time (g_s), s	0.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.4	0.0	1.3	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	41.7	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	50	0	140	0	0	0	0	0
V/C Ratio (X)	0.22	0.00	0.28	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	226	0	558	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	28.5	0.0	26.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	2.1	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	30.7	0.0	27.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.5	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.2	0.0	0.6	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	422	0	0	0	635	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	5.6	0.0	0.0	0.0	6.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.6	0.0	0.0	0.0	6.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1254	0	0	0	1499	0	0
V/C Ratio (X)	0.00	0.34	0.00	0.00	0.00	0.42	0.00	0.00
Avail Cap (c_a), veh/h	0	1254	0	0	0	1499	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.7	0.0	0.0	0.0	2.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.2	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
Control Delay (d), s/veh	0.0	4.4	0.0	0.0	0.0	2.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	0.0	0.0	0.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0



**HCM 6th Signalized Intersection Capacity Analysis**  
**15: Agua Mansa Rd & Transfer Station Driveway**

**Agua Mansa Industrial**  
 Cumulative (2022) WP - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.0	0.0	0.0	0.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Right Lane Group Data**

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment		T+R	R					
Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	435	14	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1858	1610	0	0	0	0	0
Q Serve Time (g_s), s	0.0	5.6	0.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.6	0.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.12	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1291	125	0	0	0	0	0
V/C Ratio (X)	0.00	0.34	0.11	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1291	496	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	3.7	25.8	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.4	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	4.4	26.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.3	0.2	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.5	0.2	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.01	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Intersection Summary**

HCM 6th Ctrl Delay	4.5
HCM 6th LOS	A

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑		↑	
Traffic Vol, veh/h	8	112	139	54	5	2
Future Vol, veh/h	8	112	139	54	5	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	8	112	139	54	5	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	193	0	-	0	238
Stage 1	-	-	-	-	166
Stage 2	-	-	-	-	72
Critical Hdwy	4.1	-	-	-	6.6
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	2.2	-	-	-	3.5
Pot Cap-1 Maneuver	1392	-	-	-	745
Stage 1	-	-	-	-	868
Stage 2	-	-	-	-	948
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1392	-	-	-	741
Mov Cap-2 Maneuver	-	-	-	-	741
Stage 1	-	-	-	-	863
Stage 2	-	-	-	-	948

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1392	-	-	-	777
HCM Lane V/C Ratio	0.006	-	-	-	0.009
HCM Control Delay (s)	7.6	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	
Traffic Vol, veh/h	5	112	191	21	6	2
Future Vol, veh/h	5	112	191	21	6	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	5	112	191	21	6	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	212	0	0	268	106
Stage 1	-	-	-	202	-
Stage 2	-	-	-	66	-
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	1370	-	-	704	934
Stage 1	-	-	-	818	-
Stage 2	-	-	-	955	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1370	-	-	701	934
Mov Cap-2 Maneuver	-	-	-	701	-
Stage 1	-	-	-	815	-
Stage 2	-	-	-	955	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1370	-	-	-	748
HCM Lane V/C Ratio	0.004	-	-	-	0.011
HCM Control Delay (s)	7.6	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	
Traffic Vol, veh/h	19	92	7	16	143	26	65	33	6	16	22	3
Future Vol, veh/h	19	92	7	16	143	26	65	33	6	16	22	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	102	8	18	159	29	72	37	7	18	24	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	188	0	0	110	0	0	276	372	55	322	362	94
Stage 1	-	-	-	-	-	-	148	148	-	210	210	-
Stage 2	-	-	-	-	-	-	128	224	-	112	152	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1398	-	-	1493	-	-	660	561	1007	612	569	951
Stage 1	-	-	-	-	-	-	845	779	-	778	732	-
Stage 2	-	-	-	-	-	-	868	722	-	887	775	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1398	-	-	1493	-	-	621	544	1007	564	552	951
Mov Cap-2 Maneuver	-	-	-	-	-	-	621	544	-	564	552	-
Stage 1	-	-	-	-	-	-	831	767	-	766	722	-
Stage 2	-	-	-	-	-	-	824	712	-	826	763	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.6			11.6			11.8		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	621	585	1398	-	-	1493	-	-	574
HCM Lane V/C Ratio	0.116	0.074	0.015	-	-	0.012	-	-	0.079
HCM Control Delay (s)	11.6	11.6	7.6	0	-	7.4	0	-	11.8
HCM Lane LOS	B	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0.2	0	-	-	0	-	-	0.3

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	121	205	44	0	2
Future Vol, veh/h	0	121	205	44	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	121	205	44	0	2

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	125
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	909
Stage 1	0	-	-	-	0
Stage 2	0	-	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	909
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	909
HCM Lane V/C Ratio	-	-	-	0.002
HCM Control Delay (s)	-	-	-	9
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) WP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	212	192	542	265	630	236	682	580	836	1143	92
Future Volume (veh/h)	83	212	192	542	265	630	236	682	580	836	1143	92
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	226	204	577	282	0	251	726	617	889	1216	98
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	290	147	133	188	92		277	1213	541	362	1383	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.16	0.16	0.15	0.15	0.00	0.15	0.34	0.34	0.20	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	46.9	0.0	310.7	990.8	0.0	0.0	81.5	36.7	125.0	713.7	44.1	25.9
Ln Grp LOS	D	A	F	F	A		F	D	F	F	D	C
Approach Vol, veh/h		518			859			1594			2203	
Approach Delay, s/veh		265.9			990.8			77.9			313.5	
Approach LOS		F			F			E			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	3.0	10.0	11.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		30.0	49.1	25.0	25.0	24.1	55.0					
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7					
Max Green (Gmax), s		25.0	38.0	20.0	19.0	20.0	* 44					
Max Allow Headway (MAH), s		3.8	4.7	5.1	5.3	3.8	5.2					
Max Q Clear (g_c+I1), s		27.0	44.0	22.0	21.0	19.1	41.2					
Green Ext Time (g_e), s		0.0	0.0	0.0	0.0	0.1	2.1					
Prob of Phs Call (p_c)		1.00	1.00	1.00	1.00	1.00	1.00					
Prob of Max Out (p_x)		1.00	0.00	1.00	1.00	1.00	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		1810	1235	1810						
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3610	920	603		3610					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			1610	830	1610		1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L	L+T	L (Prot)						

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) WP - PM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	889	0	88	859	251	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1838	1810	0	0	0
Q Serve Time (g_s), s	25.0	0.0	5.4	19.0	17.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	25.0	0.0	5.4	19.0	17.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.67	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	362	0	290	279	277	0	0	0
V/C Ratio (X)	2.46	0.00	0.30	3.07	0.91	0.00	0.00	0.00
Avail Cap (c_a), veh/h	362	0	290	279	290	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.44	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	50.0	0.0	46.4	53.2	52.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	663.7	0.0	0.6	937.6	29.4	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	713.7	0.0	46.9	990.8	81.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	11.2	0.0	2.4	8.8	7.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	66.7	0.0	0.0	72.8	2.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	78.0	0.0	2.5	81.5	10.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	9.75	0.00	0.56	4.68	2.77	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	131.8	0.0	0.0	144.9	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.6	0.0	0.0	0.8	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	726	0	0	0	1216	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	20.9	0.0	0.0	0.0	39.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.9	0.0	0.0	0.0	39.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1213	0	0	0	1383	0	0
V/C Ratio (X)	0.00	0.60	0.00	0.00	0.00	0.88	0.00	0.00
Avail Cap (c_a), veh/h	0	1213	0	0	0	1383	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	34.5	0.0	0.0	0.0	35.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.2	0.0	0.0	0.0	8.2	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
Control Delay (d), s/veh	0.0	36.7	0.0	0.0	0.0	44.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.2	0.0	0.0	0.0	17.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	1.6	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.5	0.0	0.0	0.0	18.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.54	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	T+R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	617	430	0	0	98	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1751	1610	0	1610	0	0
Q Serve Time (g_s), s	0.0	42.0	20.0	0.0	0.0	5.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	42.0	20.0	0.0	0.0	5.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.47	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	541	280	245	0	617	0	0
V/C Ratio (X)	0.00	1.14	1.54	0.00	0.00	0.16	0.00	0.00
Avail Cap (c_a), veh/h	0	541	280	245	0	617	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	41.5	52.6	0.0	0.0	25.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	83.5	258.1	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	125.0	310.7	0.0	0.0	25.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	16.4	8.8	0.0	0.0	1.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	12.6	20.1	0.0	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	29.0	28.9	0.0	0.0	2.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	4.68	1.38	0.00	0.00	0.23	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	19.0	37.5	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.4	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	348.6
HCM 6th LOS	F

Notes




















\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



# HCM 6th Signalized Intersection Capacity Analysis

## 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Cumulative (2022) WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	78	31	200	64	17	16	172	1468	42	6	1800	44
Future Volume (veh/h)	78	31	200	64	17	16	172	1468	42	6	1800	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	83	33	213	68	18	17	183	1562	45	6	1915	47
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	126	47	214	183	49	31	229	2074	60	90	1809	44
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.19	0.20	0.20	0.19	0.20	0.20	0.13	0.58	0.59	0.05	0.50	0.50
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.5	0.0	0.0	29.4	0.0	0.0	34.6	13.0	13.0	36.5	65.1	67.4
Ln Grp LOS	D	A	A	C	A	A	C	B	B	D	F	F
Approach Vol, veh/h		329			103			1790			1968	
Approach Delay, s/veh		51.5			29.4			15.2			66.2	
Approach LOS		D			C			B			E	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4	5	6		8			
Case No		2.0	4.0		8.0	2.0	4.0		8.0			
Phs Duration (G+Y+Rc), s		7.7	52.3		20.0	13.8	46.2		20.0			
Change Period (Y+Rc), s		3.7	6.0		* 4.2	3.7	6.0		* 4.2			
Max Green (Gmax), s		16.3	34.0		* 16	16.3	34.0		* 16			
Max Allow Headway (MAH), s		3.8	5.2		5.5	3.8	5.2		5.7			
Max Q Clear (g_c+I1), s		2.3	28.1		17.3	9.9	42.2		9.2			
Green Ext Time (g_e), s		0.0	4.6		0.0	0.3	0.0		0.2			
Prob of Phs Call (p_c)		1.00	1.00		1.00	1.00	1.00		1.00			
Prob of Max Out (p_x)		0.00	0.00		1.00	0.12	0.00		0.57			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1			7	5			3			
Mvmt Sat Flow, veh/h		1810			353	1810			549			
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3583		237		3601		249			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			103		1084		88		158			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	0	7	5	0	0	3			
Lane Assignment		L (Prot)			L+T+R	L (Prot)			L+T+R			

HCM 6th Signalized Intersection Capacity Analysis  
2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Cumulative (2022) WP - PM Peak Hour

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	6	0	0	329	183	0	0	103
Grp Sat Flow (s), veh/h/ln	1810	0	0	1674	1810	0	0	956
Q Serve Time (g_s), s	0.3	0.0	0.0	8.1	7.9	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	0.0	15.3	7.9	0.0	0.0	7.2
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1395	0	0	0	1152
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1832	0	0	0	892
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	15.3	0.0	0.0	0.0	15.3
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	8.1	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	2.5	0.0	0.0	0.0	1.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	2.5	0.0	0.0	0.0	1.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.25	1.00	0.00	0.00	0.66
Lane Grp Cap (c), veh/h	90	0	0	376	229	0	0	258
V/C Ratio (X)	0.07	0.00	0.00	0.87	0.80	0.00	0.00	0.40
Avail Cap (c_a), veh/h	369	0	0	376	369	0	0	258
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.09	0.00	0.00	1.00
Uniform Delay (d1), s/veh	36.2	0.0	0.0	31.8	34.0	0.0	0.0	28.4
Incr Delay (d2), s/veh	0.3	0.0	0.0	19.7	0.6	0.0	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	36.5	0.0	0.0	51.5	34.6	0.0	0.0	29.4
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	6.2	3.4	0.0	0.0	1.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.0	8.2	3.4	0.0	0.0	1.8
%ile Storage Ratio (RQ%)	0.02	0.00	0.00	0.92	0.59	0.00	0.00	0.23
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	785	0	0	0	956	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	25.9	0.0	0.0	0.0	40.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.9	0.0	0.0	0.0	40.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1045	0	0	0	907	0	0
V/C Ratio (X)	0.00	0.75	0.00	0.00	0.00	1.05	0.00	0.00
Avail Cap (c_a), veh/h	0	1045	0	0	0	907	0	0
Upstream Filter (I)	0.00	0.09	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.6	0.0	0.0	0.0	19.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	45.2	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
Control Delay (d), s/veh	0.0	13.0	0.0	0.0	0.0	65.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.0	0.0	0.0	0.0	14.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	11.4	0.0	0.0

## HCM 6th Signalized Intersection Capacity Analysis 2: Rubidoux Blvd & 28th St

Agua Mansa Industrial  
Cumulative (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.1	0.0	0.0	0.0	26.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.00	0.00	0.21	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	12.3	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R				T+R			
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	822	0	0	0	1006	0	0
Grp Sat Flow (s), veh/h/ln	0	1881	0	0	0	1884	0	0
Q Serve Time (g_s), s	0.0	26.1	0.0	0.0	0.0	40.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	26.1	0.0	0.0	0.0	40.2	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.00	0.65	0.00	0.05	0.00	0.17
Lane Grp Cap (c), veh/h	0	1089	0	0	0	946	0	0
V/C Ratio (X)	0.00	0.75	0.00	0.00	0.00	1.06	0.00	0.00
Avail Cap (c_a), veh/h	0	1089	0	0	0	946	0	0
Upstream Filter (I)	0.00	0.09	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.6	0.0	0.0	0.0	19.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	47.5	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
Control Delay (d), s/veh	0.0	13.0	0.0	0.0	0.0	67.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.4	0.0	0.0	0.0	15.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	12.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.6	0.0	0.0	0.0	28.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.00	0.00	0.22	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	14.9	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

### Intersection Summary





















HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Cumulative (2022) WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	0	181	545	110	188	67	1572	0	0	2111	22
Future Volume (veh/h)	32	0	181	545	110	188	67	1572	0	0	2111	22
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	33	0	189	568	115	196	70	1638	0	0	2199	23
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
Opposing Right Turn Influence	Yes			Yes			Yes			No		
Cap, veh/h	702	0	787	499	84	143	103	1269	0	0	1286	13
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.49	0.00	0.49	0.48	0.49	0.49	0.35	0.35	0.00	0.00	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.4	0.0	10.4	134.8	0.0	0.0	65.7	159.7	0.0	0.0	341.3	344.0
Ln Grp LOS	A	A	B	F	A	A	E	F	A	A	F	F
Approach Vol, veh/h		222			879			1708			2222	
Approach Delay, s/veh		10.3			134.8			155.9			342.7	
Approach LOS		B			F			F			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4		6		8			
Case No			6.0		8.0		8.0		7.0			
Phs Duration (G+Y+Rc), s			30.0		40.0		30.0		40.0			
Change Period (Y+Rc), s			5.4		5.8		5.4		5.8			
Max Green (Gmax), s			24.6		34.2		24.6		34.2			
Max Allow Headway (MAH), s			6.3		4.6		5.7		3.3			
Max Q Clear (g_c+I1), s			26.6		35.7		26.6		6.8			
Green Ext Time (g_e), s			0.0		0.0		0.0		0.5			
Prob of Phs Call (p_c)			1.00		1.00		1.00		1.00			
Prob of Max Out (p_x)			1.00		1.00		1.00		0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7		1		3			
Mvmt Sat Flow, veh/h			176		848		0		1226			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3705		172		3755		0			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			0		293		38		1610			
Left Lane Group Data												
Assigned Mvmt		0	5	0	7	0	1	0	3			
Lane Assignment			L		L+T+R				L+T			

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Cumulative (2022) WP - PM Peak Hour

Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	70	0	879	0	0	0	33
Grp Sat Flow (s), veh/h/ln	0	176	0	1312	0	0	0	1226
Q Serve Time (g_s), s	0.0	0.0	0.0	32.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.6	0.0	33.7	0.0	0.0	0.0	1.0
Perm LT Sat Flow (s_l), veh/h/ln	0	176	0	1213	0	0	0	1085
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1228
Perm LT Eff Green (g_p), s	0.0	24.6	0.0	33.7	0.0	0.0	0.0	34.2
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	32.7	0.0	0.0	0.0	0.5
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	32.7	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.65	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	103	0	716	0	0	0	702
V/C Ratio (X)	0.00	0.68	0.00	1.23	0.00	0.00	0.00	0.05
Avail Cap (c_a), veh/h	0	103	0	716	0	0	0	702
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	35.0	0.0	20.4	0.0	0.0	0.0	9.4
Incr Delay (d2), s/veh	0.0	30.7	0.0	114.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	65.7	0.0	134.8	0.0	0.0	0.0	9.4
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	11.6	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	22.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.0	0.0	34.3	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.64	0.00	1.52	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	40.7	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	1638	0	0	0	1083	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	24.6	0.0	0.0	0.0	24.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.6	0.0	0.0	0.0	24.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1269	0	0	0	634	0	0
V/C Ratio (X)	0.00	1.29	0.00	0.00	0.00	1.71	0.00	0.00
Avail Cap (c_a), veh/h	0	1269	0	0	0	634	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.09	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.7	0.0	0.0	0.0	22.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	137.0	0.0	0.0	0.0	318.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	159.7	0.0	0.0	0.0	341.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.5	0.0	0.0	0.0	9.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	24.1	0.0	0.0	0.0	56.1	0.0	0.0

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Cumulative (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	33.6	0.0	0.0	0.0	65.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	6.09	0.00	0.00	0.00	1.09	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	92.3	0.0	0.0	0.0	112.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.4	0.0	0.0

#### Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						T+R		R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	1139	0	189
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1893	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	4.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	4.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.22	0.00	0.02	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	665	0	787
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	1.71	0.00	0.24
Avail Cap (c_a), veh/h	0	0	0	0	0	665	0	787
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.09	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	22.7	0.0	10.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	321.3	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	344.0	0.0	10.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	10.0	0.0	1.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	59.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	69.3	0.0	1.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	1.16	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	118.5	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

#### Intersection Summary

HCM 6th Ctrl Delay	228.3
HCM 6th LOS	F

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) WP - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖		↗		↕		↖	↕	
Traffic Volume (veh/h)	1088	42	416	15	0	3	0	780	295	325	1165	0
Future Volume (veh/h)	1088	42	416	15	0	3	0	780	295	325	1165	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	1133	44	433	16	0	3	0	812	307	339	1214	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	403	30	0	0	0	641	242	361	1763	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
Prop Arrive On Green	0.25	0.25	0.25	0.02	0.00	0.00	0.00	0.25	0.25	0.20	0.49	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	153.8	0.0	119.1	73.7	0.0	0.0	0.0	189.0	190.8	83.7	29.8	0.0
Ln Grp LOS	F	A	F	E	A	A	A	F	F	F	C	A
Approach Vol, veh/h		1610			16			1119			1553	
Approach Delay, s/veh		0.0			73.7			189.9			41.6	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	33.4	40.8	7.7		73.8					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.3	2.8	5.0	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	27.8	37.0	3.2		38.3					
Green Ext Time (g_e), s		0.0	0.1	0.0	0.0		7.2					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.46		1.00					
Prob of Max Out (p_x)		1.00	1.00	1.00	0.00		0.02					
Left-Turn Movement Data												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
Through Movement Data												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		2658		0			3705					
Right-Turn Movement Data												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		968		1610			0					
Left Lane Group Data												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) WP - PM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	339	1177	16	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	25.8	0.0	1.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.8	0.0	1.2	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1436	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.96	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	361	0	30	0	0	0	0
V/C Ratio (X)	0.00	0.94	0.00	0.53	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	55.2	153.8	68.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	28.6	0.0	5.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	83.7	153.8	73.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.8	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	14.6	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	3.18	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	571	0	0	0	0	1214	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	36.3	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	36.3	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1763	0	0
V/C Ratio (X)	1.27	0.00	0.00	0.00	0.00	0.69	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	27.6	0.0	0.0
Incr Delay (d2), s/veh	136.5	0.0	0.0	0.0	0.0	2.2	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
Control Delay (d), s/veh	189.0	0.0	0.0	0.0	0.0	29.8	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	15.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	17.1	0.0	0.0	0.0	0.0	0.5	0.0	0.0



# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	32.9	0.0	0.0	0.0	0.0	16.1	0.0	0.0
%ile Storage Ratio (RQ%)	1.50	0.00	0.00	0.00	0.00	1.51	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## Right Lane Group Data

Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	548	0	433	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1726	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.56	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	431	0	403	0	0	0	0	0
V/C Ratio (X)	1.27	0.00	1.08	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	431	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	52.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	138.3	0.0	66.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	190.8	0.0	119.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	15.1	0.0	14.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	16.6	0.0	7.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	31.7	0.0	21.5	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.44	0.00	21.54	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	29.0	0.0	7.6	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0

## Intersection Summary

HCM 6th Ctrl Delay	64.7
HCM 6th LOS	E

## Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Capacity Analysis

## 6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) WP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	599	1029	0	0	925	337	0	2	1	436	1	513
Future Volume (veh/h)	599	1029	0	0	925	337	0	2	1	436	1	513
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	624	1072	0	0	964	351	0	2	1	454	1	534
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	540	2362	0	2	1158	517	0	527	263	348	1	357
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.30	0.65	0.00	0.00	0.32	0.32	0.00	0.44	0.44	0.44	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	114.4	10.3	0.0	0.0	44.8	42.4	0.0	0.0	18.9	230.3	0.0	0.0
Ln Grp LOS	F	B	A	A	D	D	A	A	B	F	A	A
Approach Vol, veh/h		1696			1315			3			989	
Approach Delay, s/veh		48.6			44.2			18.9			230.3	
Approach LOS		D			D			B			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6	7	8			
Case No			8.0	2.0	4.0		8.0	2.0	3.0			
Phs Duration (G+Y+Rc), s			59.5	0.0	85.0		59.5	40.0	45.0			
Change Period (Y+Rc), s			* 5.9	* 4.2	6.5		5.9	* 4.2	6.5			
Max Green (Gmax), s			* 30	* 16	58.5		29.1	* 36	38.5			
Max Allow Headway (MAH), s			5.3	0.0	5.2		5.4	3.8	4.9			
Max Q Clear (g_c+I1), s			2.1	0.0	19.5		54.4	37.8	31.7			
Green Ext Time (g_e), s			0.0	0.0	10.0		0.0	0.0	4.2			
Prob of Phs Call (p_c)			1.00	0.00	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00	1.00	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5	3			1	7				
Mvmt Sat Flow, veh/h			0	1810			689	1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			1195		3705		2		3610			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			597		0		811		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt	0	5	3	0	0	1	7	0				
Lane Assignment			L (Prot)			L+T+R	L (Prot)					

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) WP - PM Peak Hour

Lanes in Grp	0	0	1	0	0	1	1	0
Grp Vol (v), veh/h	0	0	0	0	0	989	624	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	0	1502	1810	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	51.6	35.8	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	52.4	35.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	1436	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	52.4	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	51.6	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	51.6	0.0	0.0
Time to First Blk (g_f), s	0.0	52.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	0.46	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	2	0	0	700	540	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	1.41	1.16	0.00
Avail Cap (c_a), veh/h	0	0	238	0	0	700	540	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.09	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	35.7	42.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	194.6	72.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	230.3	114.4	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	21.0	15.8	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	37.8	10.8	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	58.8	26.6	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	1.86	6.65	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	72.4	21.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.4	0.3	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	1072	0	0	0	964
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	17.5	0.0	0.0	0.0	29.7
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	17.5	0.0	0.0	0.0	29.7
Lane Grp Cap (c), veh/h	0	0	0	2362	0	0	0	1158
V/C Ratio (X)	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.83
Avail Cap (c_a), veh/h	0	0	0	2362	0	0	0	1158
Upstream Filter (I)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	10.2	0.0	0.0	0.0	37.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	7.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	10.3	0.0	0.0	0.0	44.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.6	0.0	0.0	0.0	13.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.6	0.0	0.0	0.0	14.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.38	0.00	0.00	0.00	2.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R			R				
Lanes in Grp	0	1	0	0	0	0	0	1
Grp Vol (v), veh/h	0	3	0	0	0	0	0	351
Grp Sat Flow (s), veh/h/ln	0	1792	0	0	0	0	0	1610
Q Serve Time (g_s), s	0.0	0.1	0.0	0.0	0.0	0.0	0.0	22.7
Cycle Q Clear Time (g_c), s	0.0	0.1	0.0	0.0	0.0	0.0	0.0	22.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.33	0.00	0.00	0.00	0.54	0.00	1.00
Lane Grp Cap (c), veh/h	0	790	0	0	0	0	0	517
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.68
Avail Cap (c_a), veh/h	0	790	0	0	0	0	0	517
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.8	0.0	0.0	0.0	0.0	0.0	35.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.9	0.0	0.0	0.0	0.0	0.0	42.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5.48
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	92.0
HCM 6th LOS	F

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	239	5	16	77	0	13
Future Vol, veh/h	239	5	16	77	0	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	257	5	17	83	0	14






















Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	262	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	4.1	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	2.2	-	-
Pot Cap-1 Maneuver	-	-	1314	-	0
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1314	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.3	9.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	784	-	-	1314	-
HCM Lane V/C Ratio	0.018	-	-	0.013	-
HCM Control Delay (s)	9.7	-	-	7.8	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Cumulative (2022) WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	14	235	270	34	27	57	1233	75	12	1451	2
Future Volume (veh/h)	3	14	235	270	34	27	57	1233	75	12	1451	2
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	14	242	278	35	28	59	1271	77	12	1496	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	55	258	267	309	167	133	76	906	55	24	916	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.17	0.17	0.17	0.17	0.17	0.04	0.51	0.51	0.01	0.48	0.48
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.0	0.0	77.4	75.5	0.0	52.2	83.9	0.0	223.2	86.4	327.8	19.5
Ln Grp LOS	D	A	E	E	A	D	F	A	F	F	F	B
Approach Vol, veh/h		259			341			1407			1510	
Approach Delay, s/veh		75.7			71.2			217.3			325.5	
Approach LOS		E			E			F			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	4.0	11.0	10.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		5.9	80.6	28.8	29.7	10.1	76.4					
Change Period (Y+Rc), s		4.0	6.5	4.7	5.0	4.0	6.5					
Max Green (Gmax), s		16.0	38.5	35.3	35.0	16.0	38.5					
Max Allow Headway (MAH), s		3.8	5.3	4.1	4.1	3.8	5.2					
Max Q Clear (g_c+I1), s		3.0	76.1	23.4	23.8	6.7	71.9					
Green Ext Time (g_e), s		0.0	0.0	0.7	0.9	0.1	0.0					
Prob of Phs Call (p_c)		0.38	1.00	1.00	1.00	0.91	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.01	0.03	0.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		332	1810	1810						
Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			1773	1551	977		1900					
Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			107	1610	782		1610					
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L+T	L	L (Prot)						

**HCM 6th Signalized Intersection Capacity Analysis**  
**8: Market St & Via Cerro**

**Agua Mansa Industrial**  
 Cumulative (2022) WP - PM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	12	0	17	278	59	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1883	1810	1810	0	0	0
Q Serve Time (g_s), s	1.0	0.0	1.1	21.8	4.7	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	1.1	21.8	4.7	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1810	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.18	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	24	0	313	309	76	0	0	0
V/C Ratio (X)	0.50	0.00	0.05	0.90	0.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	200	0	459	437	200	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	71.1	0.0	50.9	58.9	68.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	15.3	0.0	0.1	16.6	15.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	86.4	0.0	51.0	75.5	83.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.5	10.0	2.2	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	1.4	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.5	11.4	2.5	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.07	0.00	0.21	0.75	0.45	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment	T							
Lanes in Grp	0	0	0	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	1496	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	69.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	69.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	916	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	1.63	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	916	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	37.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	290.3	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
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	327.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	31.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	73.8	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Cumulative (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	105.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	1.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	145.1	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	1348	242	63	0	2	0	0
Grp Sat Flow (s), veh/h/ln	0	1881	1610	1759	0	1610	0	0
Q Serve Time (g_s), s	0.0	74.1	21.4	4.5	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	74.1	21.4	4.5	0.0	0.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	1.00	0.44	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	961	267	300	0	776	0	0
V/C Ratio (X)	0.00	1.40	0.91	0.21	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	961	392	425	0	776	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	35.5	59.3	51.8	0.0	19.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	187.7	18.1	0.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	223.2	77.4	52.2	0.0	19.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	33.0	8.7	2.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	50.1	1.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	83.1	10.1	2.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.56	3.94	0.10	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	96.8	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary
























HCM 6th Ctrl Delay	239.2
HCM 6th LOS	F



# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Cumulative (2022) WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	17	90	272	1	58	10	1248	262	108	1741	1
Future Volume (veh/h)	2	17	90	272	1	58	10	1248	262	108	1741	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	18	97	293	0	62	11	1342	282	116	1872	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	15	136	129	382	0	170	501	2153	1130	154	1496	1
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.08	0.08	0.11	0.00	0.11	0.28	0.60	0.60	0.08	0.40	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.8	0.0	62.6	56.1	0.0	51.2	31.6	16.8	6.9	61.0	159.8	159.4
Ln Grp LOS	D	A	E	E	A	D	C	B	A	E	F	F
Approach Vol, veh/h		117			355			1635			1989	
Approach Delay, s/veh		60.8			55.2			15.2			153.8	
Approach LOS		E			E			B			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	6	5					
Case No		2.0	3.0	9.0	11.0	4.0	2.0					
Phs Duration (G+Y+Rc), s		14.2	75.6	16.7	13.6	52.5	37.2					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	48.0	18.0	18.0	48.0	18.0					
Max Allow Headway (MAH), s		3.8	5.0	3.8	4.2	5.2	3.8					
Max Q Clear (g_c+I1), s		9.5	30.7	11.5	9.1	50.5	2.5					
Green Ext Time (g_e), s		0.2	10.3	0.7	0.2	0.0	0.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.98	1.00	1.00					
Prob of Max Out (p_x)		0.01	0.00	0.20	0.02	1.00	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3	7		5					
Mvmt Sat Flow, veh/h		1810		3619	189		1810					
<b>Through Movement Data</b>												
Assigned Mvmt			2	8	4	6						
Mvmt Sat Flow, veh/h			3610	0	1701	3703						
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18	14	16						
Mvmt Sat Flow, veh/h			1610	1610	1610	2						
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	7	0	5	0	0			
Lane Assignment		L (Prot)		L	L+T		L (Prot)					

HCM 6th Signalized Intersection Capacity Analysis  
 9: Market St & Rivera St

Agua Mansa Industrial  
 Cumulative (2022) WP - PM Peak Hour

Lanes in Grp	1	0	2	1	0	1	0	0
Grp Vol (v), veh/h	116	0	293	20	0	11	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1891	0	1810	0	0
Q Serve Time (g_s), s	7.5	0.0	9.5	1.2	0.0	0.5	0.0	0.0
Cycle Q Clear Time (g_c), s	7.5	0.0	9.5	1.2	0.0	0.5	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.10	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	154	0	382	151	0	501	0	0
V/C Ratio (X)	0.76	0.00	0.77	0.13	0.00	0.02	0.00	0.00
Avail Cap (c_a), veh/h	279	0	558	291	0	501	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	0.00	0.88	0.00	0.00
Uniform Delay (d1), s/veh	53.7	0.0	52.2	51.4	0.0	31.5	0.0	0.0
Incr Delay (d2), s/veh	7.3	0.0	3.8	0.4	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	61.0	0.0	56.1	51.8	0.0	31.6	0.0	0.0
1st-Term Q (Q1), veh/ln	3.4	0.0	4.3	0.6	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.7	0.0	4.5	0.6	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.62	0.00	0.31	0.05	0.00	0.05	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	8	4	6	0	0	0
Lane Assignment		T			T			
Lanes in Grp	0	2	0	0	1	0	0	0
Grp Vol (v), veh/h	0	1342	0	0	912	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	1805	0	0	0
Q Serve Time (g_s), s	0.0	28.7	0.0	0.0	48.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	28.7	0.0	0.0	48.5	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2153	0	0	730	0	0	0
V/C Ratio (X)	0.00	0.62	0.00	0.00	1.25	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2153	0	0	730	0	0	0
Upstream Filter (I)	0.00	0.88	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.6	0.0	0.0	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	124.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.8	0.0	0.0	159.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.3	0.0	0.0	20.8	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	25.1	0.0	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Cumulative (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	11.7	0.0	0.0	45.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.89	0.00	0.00	3.85	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	45.7	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	18	14	16	0	0	0
Lane Assignment		R	R	R	T+R			
Lanes in Grp	0	1	1	1	1	0	0	0
Grp Vol (v), veh/h	0	282	62	97	961	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1610	1610	1900	0	0	0
Q Serve Time (g_s), s	0.0	7.6	4.3	7.1	48.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.6	4.3	7.1	48.5	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	12.7	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1130	170	129	768	0	0	0
V/C Ratio (X)	0.00	0.25	0.37	0.75	1.25	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1130	248	248	768	0	0	0
Upstream Filter (I)	0.00	0.88	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.5	49.9	54.0	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	1.3	8.6	123.6	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.9	51.2	62.6	159.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.6	1.7	2.9	21.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	0.3	26.4	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.8	1.8	3.2	48.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.29	0.36	0.28	4.05	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	48.2	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

### Intersection Summary




















HCM 6th Ctrl Delay	87.3
HCM 6th LOS	F

### Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	77	0	994	575	522	0	0	1873	231
Future Volume (veh/h)	0	0	0	77	0	994	575	522	0	0	1873	231
Number				3	8	18	5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				79	0	0	587	533	0	0	1911	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
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				106	0		622	2999	0	0	1568	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.06	0.00	0.00	0.34	0.83	0.00	0.00	0.43	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				53.8	0.0	0.0	45.9	1.7	0.0	0.0	125.8	0.0
Ln Grp LOS				D	A		D	A	A	A	F	
Approach Vol, veh/h					79			1120			1911	
Approach Delay, s/veh					53.8			24.9			125.8	
Approach LOS					D			C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	8		5	6					
Case No			4.0	11.0		2.0	7.0					
Phs Duration (G+Y+Rc), s			84.4	10.6		37.6	46.8					
Change Period (Y+Rc), s			5.5	5.0		5.0	5.5					
Max Green (Gmax), s			61.5	23.0		35.0	21.5					
Max Allow Headway (MAH), s			5.2	5.3		3.8	5.2					
Max Q Clear (g_c+I1), s			4.8	6.1		31.9	43.3					
Green Ext Time (g_e), s			4.1	0.3		0.7	0.0					
Prob of Phs Call (p_c)			1.00	0.88		1.00	1.00					
Prob of Max Out (p_x)			0.00	0.00		1.00	0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt				3		5	1					
Mvmt Sat Flow, veh/h				1810		1810	0					
<b>Through Movement Data</b>												
Assigned Mvmt			2	8			6					
Mvmt Sat Flow, veh/h			3705	0			3705					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12	18			16					
Mvmt Sat Flow, veh/h			0	1610			1610					
<b>Left Lane Group Data</b>												
Assigned Mvmt	0	0	3	0	5	1	0	0				
Lane Assignment			L+T		L (Prot)							

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP - PM Peak Hour

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	79	0	587	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	4.1	0.0	29.9	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	4.1	0.0	29.9	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	41.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	106	0	622	0	0	0
V/C Ratio (X)	0.00	0.00	0.74	0.00	0.94	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	438	0	667	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.64	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	44.0	0.0	30.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	9.8	0.0	15.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	53.8	0.0	45.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.8	0.0	12.5	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	2.7	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.1	0.0	15.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.09	0.00	2.54	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	533	0	0	0	1911	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	2.8	0.0	0.0	0.0	41.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.8	0.0	0.0	0.0	41.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	2999	0	0	0	1568	0	0
V/C Ratio (X)	0.00	0.18	0.00	0.00	0.00	1.22	0.00	0.00
Avail Cap (c_a), veh/h	0	2999	0	0	0	1568	0	0
Upstream Filter (I)	0.00	0.64	0.00	0.00	0.00	0.11	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.6	0.0	0.0	0.0	26.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	99.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.7	0.0	0.0	0.0	125.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	0.0	0.0	16.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	21.6	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.0	0.0	0.0	38.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	2.91	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	85.6	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	95	0	0	700	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	390	0	0	700	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary



















HCM 6th Ctrl Delay	87.6
HCM 6th LOS	F

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	0	1012	0	0	0	0	961	70	1114	835	0
Future Volume (veh/h)	136	0	1012	0	0	0	0	961	70	1114	835	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	139	0	1033				0	981	0	1137	852	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	238	0	388				0	1501		514	2717	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Prop Arrive On Green	0.14	0.00	0.14				0.00	0.42	0.00	0.47	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	42.2	0.0	797.1				0.0	24.5	0.0	570.4	0.0	0.0
Ln Grp LOS	D	A	F				A	C		F	A	A
Approach Vol, veh/h		1172						981			1989	
Approach Delay, s/veh		707.5						24.5			326.1	
Approach LOS		F						C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		32.0	45.0		18.0		77.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	39.5		13.0		71.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		29.0	22.7		15.0		2.0					
Green Ext Time (g_e), s		0.0	6.6		0.0		7.6					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP - PM Peak Hour

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	1137	0	0	139	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	27.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	27.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	39.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	514	0	0	238	0	0	0	0
V/C Ratio (X)	2.21	0.00	0.00	0.58	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	514	0	0	238	0	0	0	0
Upstream Filter (I)	0.09	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	25.0	0.0	0.0	38.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	545.4	0.0	0.0	3.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	570.4	0.0	0.0	42.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	8.8	0.0	0.0	3.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	77.9	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	86.8	0.0	0.0	3.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	17.35	0.00	0.00	0.17	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	155.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	981	0	0	0	852	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	20.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.7	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1501	0	0	0	2717	0	0
V/C Ratio (X)	0.00	0.65	0.00	0.00	0.00	0.31	0.00	0.00
Avail Cap (c_a), veh/h	0	1501	0	0	0	2717	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.09	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.5	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.4	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0



HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	1033	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	388	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	2.66	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	388	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	756.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	797.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	40.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	45.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	3.27	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	161.3	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0

Intersection Summary

























HCM 6th Ctrl Delay	362.6
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Cumulative (2022) WP - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	338	533	263	84	215	101	195	928	91	136	1126	207
Future Volume (veh/h)	338	533	263	84	215	101	195	928	91	136	1126	207
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	352	555	274	88	224	105	203	967	95	142	1173	216
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	330	578	490	135	374	317	207	1183	116	157	1186	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
Prop Arrive On Green	0.18	0.30	0.30	0.07	0.20	0.20	0.11	0.36	0.35	0.09	0.33	0.33
Unsig. Movement Delay												
Ln Grp Delay, s/veh	105.4	58.3	27.7	48.7	35.2	31.7	96.4	37.3	37.2	86.1	53.6	25.8
Ln Grp LOS	F	E	C	D	D	C	F	D	D	F	D	C
Approach Vol, veh/h		1181			417			1265			1531	
Approach Delay, s/veh		65.2			37.2			46.8			52.7	
Approach LOS		E			D			D			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	3.0	2.0	3.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		11.8	36.1	10.7	31.4	14.3	33.6	20.4	21.7			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		7.3	30.8	7.0	26.9	9.8	28.3	15.9	18.0			
Max Allow Headway (MAH), s		3.8	5.3	3.8	4.9	3.8	5.1	3.8	4.9			
Max Q Clear (g_c+I1), s		9.0	25.8	6.3	27.8	12.1	31.1	18.4	11.7			
Green Ext Time (g_e), s		0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.8			
Prob of Phs Call (p_c)		0.97	1.00	0.89	1.00	0.99	1.00	1.00	1.00			
Prob of Max Out (p_x)		1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.55			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3320		1900		3610		1900			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			326		1610		1610		1610			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Cumulative (2022) WP - PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	142	0	88	0	203	0	352	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	7.0	0.0	4.3	0.0	10.1	0.0	16.4	0.0
Cycle Q Clear Time (g_c), s	7.0	0.0	4.3	0.0	10.1	0.0	16.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	157	0	135	0	207	0	330	0
V/C Ratio (X)	0.91	0.00	0.65	0.00	0.98	0.00	1.07	0.00
Avail Cap (c_a), veh/h	157	0	151	0	207	0	330	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	40.7	0.0	40.5	0.0	39.7	0.0	36.8	0.0
Incr Delay (d2), s/veh	45.3	0.0	8.2	0.0	56.7	0.0	68.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	86.1	0.0	48.7	0.0	96.4	0.0	105.4	0.0
1st-Term Q (Q1), veh/ln	3.1	0.0	1.9	0.0	4.4	0.0	7.1	0.0
2nd-Term Q (Q2), veh/ln	2.0	0.0	0.3	0.0	3.3	0.0	6.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.0	0.0	2.2	0.0	7.7	0.0	13.4	0.0
%ile Storage Ratio (RQ%)	0.49	0.00	0.12	0.00	0.77	0.00	2.57	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	526	0	555	0	1173	0	224
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	23.8	0.0	25.8	0.0	29.1	0.0	9.7
Cycle Q Clear Time (g_c), s	0.0	23.8	0.0	25.8	0.0	29.1	0.0	9.7
Lane Grp Cap (c), veh/h	0	643	0	578	0	1186	0	374
V/C Ratio (X)	0.00	0.82	0.00	0.96	0.00	0.99	0.00	0.60
Avail Cap (c_a), veh/h	0	643	0	578	0	1186	0	391
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.3	0.0	30.8	0.0	30.0	0.0	32.9
Incr Delay (d2), s/veh	0.0	11.0	0.0	27.5	0.0	23.6	0.0	2.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.3	0.0	58.3	0.0	53.6	0.0	35.2
1st-Term Q (Q1), veh/ln	0.0	9.8	0.0	11.4	0.0	12.1	0.0	4.4
2nd-Term Q (Q2), veh/ln	0.0	2.0	0.0	4.4	0.0	3.9	0.0	0.2

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Cumulative (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.8	0.0	15.8	0.0	16.0	0.0	4.6
%ile Storage Ratio (RQ%)	0.00	0.45	0.00	0.72	0.00	0.96	0.00	0.26
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	536	0	274	0	216	0	105
Grp Sat Flow (s), veh/h/ln	0	1841	0	1610	0	1610	0	1610
Q Serve Time (g_s), s	0.0	23.8	0.0	12.8	0.0	9.4	0.0	5.0
Cycle Q Clear Time (g_c), s	0.0	23.8	0.0	12.8	0.0	9.4	0.0	5.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.18	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	656	0	490	0	529	0	317
V/C Ratio (X)	0.00	0.82	0.00	0.56	0.00	0.41	0.00	0.33
Avail Cap (c_a), veh/h	0	656	0	490	0	529	0	331
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.4	0.0	26.2	0.0	23.4	0.0	31.0
Incr Delay (d2), s/veh	0.0	10.8	0.0	1.4	0.0	2.3	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.2	0.0	27.7	0.0	25.8	0.0	31.7
1st-Term Q (Q1), veh/ln	0.0	10.0	0.0	4.8	0.0	3.5	0.0	1.9
2nd-Term Q (Q2), veh/ln	0.0	2.0	0.0	0.2	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	12.0	0.0	5.0	0.0	3.8	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.46	0.00	0.23	0.00	0.48	0.00	0.50
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	52.9
HCM 6th LOS	D

Intersection						
Int Delay, s/veh	2.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	215	110	845	560	31
Future Vol, veh/h	30	215	110	845	560	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	0	0	160	-	-	-
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	226	116	889	589	33

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1283	311	622	0	-	0
Stage 1	606	-	-	-	-	-
Stage 2	677	-	-	-	-	-
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	160	691	969	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	141	691	969	-	-	-
Mov Cap-2 Maneuver	275	-	-	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	472	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	1.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	969	-	275	691	-	-
HCM Lane V/C Ratio	0.119	-	0.115	0.328	-	-
HCM Control Delay (s)	9.2	-	19.8	12.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.4	1.4	-	-

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Cumulative (2022) WP - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	4	119	29	7	149	68	769	13	45	726	3
Future Volume (veh/h)	37	4	119	29	7	149	68	769	13	45	726	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	43	5	137	33	8	171	78	884	15	52	834	3
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	56	8	210	48	9	201	100	2430	41	68	2403	9
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.03	0.13	0.13	0.03	0.13	0.13	0.06	0.67	0.67	0.04	0.65	0.66
Unsig. Movement Delay												
Ln Grp Delay, s/veh	81.6	0.0	56.9	78.2	0.0	64.7	72.8	10.3	10.2	78.0	11.0	11.0
Ln Grp LOS	F	A	E	E	A	E	E	B	B	E	B	B
Approach Vol, veh/h		185			212			977			889	
Approach Delay, s/veh		62.7			66.8			15.2			14.9	
Approach LOS		E			E			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	4.0	2.0	4.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		8.4	92.3	7.0	22.3	10.7	90.0	7.5	21.8			
Change Period (Y+Rc), s		3.5	5.3	3.5	4.9	3.5	5.3	3.5	4.9			
Max Green (Gmax), s		21.5	39.7	21.5	30.1	21.5	39.7	21.5	30.1			
Max Allow Headway (MAH), s		3.8	5.2	3.8	5.6	3.8	5.2	3.8	5.6			
Max Q Clear (g_c+I1), s		5.7	15.8	4.4	12.8	7.5	15.2	5.1	16.0			
Green Ext Time (g_e), s		0.1	6.2	0.0	0.7	0.1	5.7	0.1	0.8			
Prob of Phs Call (p_c)		0.85	1.00	0.70	1.00	0.94	1.00	0.79	1.00			
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3632		57		3689		72			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			62		1562		13		1549			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Cumulative (2022) WP - PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	52	0	33	0	78	0	43	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	3.7	0.0	2.4	0.0	5.5	0.0	3.1	0.0
Cycle Q Clear Time (g_c), s	3.7	0.0	2.4	0.0	5.5	0.0	3.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	68	0	48	0	100	0	56	0
V/C Ratio (X)	0.76	0.00	0.68	0.00	0.78	0.00	0.76	0.00
Avail Cap (c_a), veh/h	299	0	299	0	299	0	299	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	62.0	0.0	62.7	0.0	60.6	0.0	62.5	0.0
Incr Delay (d2), s/veh	16.0	0.0	15.5	0.0	12.1	0.0	19.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	78.0	0.0	78.2	0.0	72.8	0.0	81.6	0.0
1st-Term Q (Q1), veh/ln	1.7	0.0	1.1	0.0	2.5	0.0	1.4	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.2	0.0	0.3	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.0	0.0	1.3	0.0	2.9	0.0	1.7	0.0
%ile Storage Ratio (RQ%)	0.35	0.00	0.22	0.00	0.50	0.00	0.31	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	439	0	0	0	408	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	13.8	0.0	0.0	0.0	13.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.8	0.0	0.0	0.0	13.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1208	0	0	0	1176	0	0
V/C Ratio (X)	0.00	0.36	0.00	0.00	0.00	0.35	0.00	0.00
Avail Cap (c_a), veh/h	0	1208	0	0	0	1176	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.4	0.0	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.3	0.0	0.0	0.0	11.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.3	0.0	0.0	0.0	5.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 14: Agua Mansa Rd & Brown Ave

Agua Mansa Industrial  
 Cumulative (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.6	0.0	0.0	0.0	5.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.33	0.00	0.00	0.00	0.15	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	460	0	142	0	429	0	179
Grp Sat Flow (s), veh/h/ln	0	1889	0	1619	0	1898	0	1621
Q Serve Time (g_s), s	0.0	13.8	0.0	10.8	0.0	13.2	0.0	14.0
Cycle Q Clear Time (g_c), s	0.0	13.8	0.0	10.8	0.0	13.2	0.0	14.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.03	0.00	0.96	0.00	0.01	0.00	0.96
Lane Grp Cap (c), veh/h	0	1264	0	217	0	1236	0	211
V/C Ratio (X)	0.00	0.36	0.00	0.65	0.00	0.35	0.00	0.85
Avail Cap (c_a), veh/h	0	1264	0	375	0	1236	0	375
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.4	0.0	53.6	0.0	10.2	0.0	55.6
Incr Delay (d2), s/veh	0.0	0.8	0.0	3.3	0.0	0.8	0.0	9.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.2	0.0	56.9	0.0	11.0	0.0	64.7
1st-Term Q (Q1), veh/ln	0.0	5.5	0.0	4.4	0.0	5.4	0.0	5.8
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.2	0.0	0.3	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.8	0.0	4.6	0.0	5.7	0.0	6.3
%ile Storage Ratio (RQ%)	0.00	0.34	0.00	0.25	0.00	0.16	0.00	0.41
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0













Intersection Summary

HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C



HCM 6th Signalized Intersection Capacity Analysis  
 15: Agua Mansa Rd & Transfer Station Driveway

Agua Mansa Industrial  
 Cumulative (2022) WP - PM Peak Hour

									
Movement	WBL	WBR	NBT	NBR	SBL	SBT			
Lane Configurations			 						
Traffic Volume (veh/h)	32	29	804	66	22	827			
Future Volume (veh/h)	32	29	804	66	22	827			
Number	3	18	2	12	1	6			
Initial Q, 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			
Lanes Open During Work Zone									
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900			
Adj Flow Rate, veh/h	34	31	855	70	23	880			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	0	0	0	0	0	0			
Opposing Right Turn Influence	Yes				Yes				
Cap, veh/h	101	90	2140	175	382	1667			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00			
Prop Arrive On Green	0.06	0.06	0.63	0.63	0.21	0.88			
Unsig. Movement Delay									
Ln Grp Delay, s/veh	56.5	56.8	11.8	11.9	37.9	2.0			
Ln Grp LOS	E	E	B	B	D	A			
Approach Vol, veh/h	65		925			903			
Approach Delay, s/veh	56.6		11.9			2.9			
Approach LOS	E		B			A			
Timer:		1	2	3	4	5	6	7	8
Assigned Phs		2	1	8			6		
Case No		8.0	2.0	9.0			4.0		
Phs Duration (G+Y+Rc), s		80.0	29.3	10.7			109.3		
Change Period (Y+Rc), s		4.5	4.5	4.5			4.5		
Max Green (Gmax), s		75.5	11.5	19.5			91.5		
Max Allow Headway (MAH), s		5.3	3.8	3.9			5.2		
Max Q Clear (g_c+I1), s		16.9	3.2	4.2			14.7		
Green Ext Time (g_e), s		7.5	0.0	0.1			9.0		
Prob of Phs Call (p_c)		1.00	0.54	0.89			1.00		
Prob of Max Out (p_x)		0.00	0.00	0.00			0.00		
Left-Turn Movement Data									
Assigned Mvmt		5	1	3					
Mvmt Sat Flow, veh/h		0	1810	1810					
Through Movement Data									
Assigned Mvmt		2		8			6		
Mvmt Sat Flow, veh/h		3474		0			1900		
Right-Turn Movement Data									
Assigned Mvmt		12		18			16		
Mvmt Sat Flow, veh/h		277		1610			0		
Left Lane Group Data									
Assigned Mvmt		5	1	3	0	0	0	0	0
Lane Assignment		L (Prot)		L					

**HCM 6th Signalized Intersection Capacity Analysis**  
**15: Agua Mansa Rd & Transfer Station Driveway**

**Agua Mansa Industrial**  
 Cumulative (2022) WP - PM Peak Hour

Lanes in Grp	0	1	1	0	0	0	0	0
Grp Vol (v), veh/h	0	23	34	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	1810	0	0	0	0	0
Q Serve Time (g_s), s	0.0	1.2	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.2	2.2	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	76.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	382	101	0	0	0	0	0
V/C Ratio (X)	0.00	0.06	0.34	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	382	302	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	37.8	54.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	1.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.9	56.5	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	0.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	1.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.07	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	8	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	1	0	0
Grp Vol (v), veh/h	457	0	0	0	0	880	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1900	0	0
Q Serve Time (g_s), s	14.9	0.0	0.0	0.0	0.0	12.7	0.0	0.0
Cycle Q Clear Time (g_c), s	14.9	0.0	0.0	0.0	0.0	12.7	0.0	0.0
Lane Grp Cap (c), veh/h	1143	0	0	0	0	1667	0	0
V/C Ratio (X)	0.40	0.00	0.00	0.00	0.00	0.53	0.00	0.00
Avail Cap (c_a), veh/h	1143	0	0	0	0	1667	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	10.8	0.0	0.0	0.0	0.0	1.7	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.0	0.0	0.3	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
Control Delay (d), s/veh	11.8	0.0	0.0	0.0	0.0	2.0	0.0	0.0
1st-Term Q (Q1), veh/ln	5.7	0.0	0.0	0.0	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.0	0.0	0.0	0.1	0.0	0.0

**HCM 6th Signalized Intersection Capacity Analysis**  
**15: Agua Mansa Rd & Transfer Station Driveway**

**Agua Mansa Industrial**  
 Cumulative (2022) WP - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	6.0	0.0	0.0	0.0	0.0	2.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.19	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Right Lane Group Data**

Assigned Mvmt	12	0	18	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	468	0	31	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1850	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	14.9	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	14.9	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.15	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	1172	0	90	0	0	0	0	0
V/C Ratio (X)	0.40	0.00	0.34	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	1172	0	268	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	10.8	0.0	54.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	2.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.9	0.0	56.8	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	5.9	0.0	0.9	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	6.2	0.0	1.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.19	0.00	0.07	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Intersection Summary**

HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑		↑	
Traffic Vol, veh/h	3	148	147	22	18	8
Future Vol, veh/h	3	148	147	22	18	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	3	148	147	22	18	8

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	169	0	-	0	238 158
Stage 1	-	-	-	-	158 -
Stage 2	-	-	-	-	80 -
Critical Hdwy	4.1	-	-	-	6.6 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1421	-	-	-	745 893
Stage 1	-	-	-	-	875 -
Stage 2	-	-	-	-	940 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1421	-	-	-	744 893
Mov Cap-2 Maneuver	-	-	-	-	744 -
Stage 1	-	-	-	-	873 -
Stage 2	-	-	-	-	940 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1421	-	-	-	784
HCM Lane V/C Ratio	0.002	-	-	-	0.033
HCM Control Delay (s)	7.5	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑↑	
Traffic Vol, veh/h	2	164	164	9	20	5
Future Vol, veh/h	2	164	164	9	20	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	164	164	9	20	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	173	0	-	0	255 87
Stage 1	-	-	-	-	169 -
Stage 2	-	-	-	-	86 -
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	1416	-	-	-	717 961
Stage 1	-	-	-	-	850 -
Stage 2	-	-	-	-	933 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1416	-	-	-	716 961
Mov Cap-2 Maneuver	-	-	-	-	716 -
Stage 1	-	-	-	-	848 -
Stage 2	-	-	-	-	933 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1416	-	-	-	754
HCM Lane V/C Ratio	0.001	-	-	-	0.033
HCM Control Delay (s)	7.5	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↔	↔			↔↔	
Traffic Vol, veh/h	8	170	5	3	125	11	37	15	9	53	80	11
Future Vol, veh/h	8	170	5	3	125	11	37	15	9	53	80	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	9	185	5	3	136	12	40	16	10	58	87	12

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	148	0	0	190	0	0	324	360	95	267	356	74
Stage 1	-	-	-	-	-	-	206	206	-	148	148	-
Stage 2	-	-	-	-	-	-	118	154	-	119	208	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1446	-	-	1396	-	-	611	570	949	670	573	979
Stage 1	-	-	-	-	-	-	782	735	-	845	779	-
Stage 2	-	-	-	-	-	-	880	774	-	879	734	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1446	-	-	1396	-	-	529	565	949	644	568	979
Mov Cap-2 Maneuver	-	-	-	-	-	-	529	565	-	644	568	-
Stage 1	-	-	-	-	-	-	777	730	-	839	777	-
Stage 2	-	-	-	-	-	-	770	772	-	845	729	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.2			11.7			12.9		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	529	666	1446	-	-	1396	-	-	614
HCM Lane V/C Ratio	0.076	0.039	0.006	-	-	0.002	-	-	0.255
HCM Control Delay (s)	12.4	10.6	7.5	0	-	7.6	0	-	12.9
HCM Lane LOS	B	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0	-	-	1

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↑
Traffic Vol, veh/h	0	245	122	19	0	7
Future Vol, veh/h	0	245	122	19	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	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	245	122	19	0	7

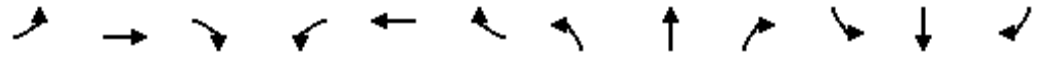
Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	- 71
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0 983
Stage 1	0	-	-	-	0 -
Stage 2	0	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	- 983
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	983
HCM Lane V/C Ratio	-	-	-	0.007
HCM Control Delay (s)	-	-	-	8.7
HCM Lane LOS	-	-	-	A
HCM 95th %tile Q(veh)	-	-	-	0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Existing WP MIT - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	60	22	363	61	339	29	204	284	504	548	16
Future Volume (veh/h)	33	60	22	363	61	339	29	204	284	504	548	16
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	36	65	24	395	66	0	32	222	309	548	596	17
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	151	110	41	430	459		99	1103	881	625	1549	691
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
Prop Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.00	0.05	0.31	0.31	0.18	0.43	0.43
Unsig. Movement Delay												
Ln Grp Delay, s/veh	52.2	0.0	59.0	70.1	43.8	0.0	56.5	31.2	16.3	57.8	24.2	19.8
Ln Grp LOS	D	A	E	E	D		E	C	B	E	C	B
Approach Vol, veh/h		125			461			563			1161	
Approach Delay, s/veh		57.1			66.3			24.5			40.0	
Approach LOS		E			E			C			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		26.4	43.7	15.0	35.0	11.6	58.5	34.0	16.0			
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7	5.0	* 6			
Max Green (Gmax), s		26.0	23.0	10.0	38.0	10.0	* 40	39.0	* 10			
Max Allow Headway (MAH), s		3.8	4.5	3.8	5.2	3.8	5.2	3.8	5.3			
Max Q Clear (g_c+I1), s		20.2	14.9	4.2	5.9	4.0	15.6	28.0	7.7			
Green Ext Time (g_e), s		1.1	1.6	0.0	0.3	0.0	4.3	1.0	0.1			
Prob of Phs Call (p_c)		1.00	1.00	1.00	1.00	0.66	1.00	1.00	1.00			
Prob of Max Out (p_x)		0.42	0.00	0.05	0.00	0.04	0.00	0.02	1.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		3510		1810		1810		1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3610		1900		3610		1323			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1610		1610		1610		489			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				



HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Existing WP MIT - AM Peak Hour

Lanes in Grp	2	0	1	0	1	0	1	0
Grp Vol (v), veh/h	548	0	36	0	32	0	395	0
Grp Sat Flow (s), veh/h/ln	1755	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	18.2	0.0	2.2	0.0	2.0	0.0	26.0	0.0
Cycle Q Clear Time (g_c), s	18.2	0.0	2.2	0.0	2.0	0.0	26.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	625	0	151	0	99	0	430	0
V/C Ratio (X)	0.88	0.00	0.24	0.00	0.32	0.00	0.92	0.00
Avail Cap (c_a), veh/h	761	0	151	0	151	0	581	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.96	0.00
Uniform Delay (d1), s/veh	48.0	0.0	51.4	0.0	54.6	0.0	54.2	0.0
Incr Delay (d2), s/veh	9.8	0.0	0.8	0.0	1.9	0.0	15.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	57.8	0.0	52.2	0.0	56.5	0.0	70.1	0.0
1st-Term Q (Q1), veh/ln	8.0	0.0	1.0	0.0	0.9	0.0	12.7	0.0
2nd-Term Q (Q2), veh/ln	0.9	0.0	0.0	0.0	0.1	0.0	1.9	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	8.8	0.0	1.0	0.0	1.0	0.0	14.6	0.0
%ile Storage Ratio (RQ%)	1.10	0.00	0.24	0.00	0.27	0.00	1.82	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	2	0	1	0	2	0	0
Grp Vol (v), veh/h	0	222	0	66	0	596	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	0
Q Serve Time (g_s), s	0.0	5.5	0.0	3.9	0.0	13.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.5	0.0	3.9	0.0	13.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1103	0	459	0	1549	0	0
V/C Ratio (X)	0.00	0.20	0.00	0.14	0.00	0.38	0.00	0.00
Avail Cap (c_a), veh/h	0	1103	0	602	0	1549	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.96	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	30.8	0.0	43.7	0.0	23.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.1	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.2	0.0	43.8	0.0	24.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.4	0.0	1.9	0.0	5.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Existing WP MIT - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.5	0.0	1.9	0.0	5.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.11	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	309	0	0	0	17	0	89
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	1610	0	1812
Q Serve Time (g_s), s	0.0	12.9	0.0	0.0	0.0	0.7	0.0	5.7
Cycle Q Clear Time (g_c), s	0.0	12.9	0.0	0.0	0.0	0.7	0.0	5.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	29.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.27
Lane Grp Cap (c), veh/h	0	881	0	389	0	691	0	151
V/C Ratio (X)	0.00	0.35	0.00	0.00	0.00	0.02	0.00	0.59
Avail Cap (c_a), veh/h	0	881	0	510	0	691	0	151
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.2	0.0	0.0	0.0	19.8	0.0	53.1
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.1	0.0	5.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.3	0.0	0.0	0.0	19.8	0.0	59.0
1st-Term Q (Q1), veh/ln	0.0	4.7	0.0	0.0	0.0	0.3	0.0	2.6
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.9	0.0	0.0	0.0	0.3	0.0	2.8
%ile Storage Ratio (RQ%)	0.00	0.80	0.00	0.00	0.00	0.03	0.00	0.14
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0






















Intersection Summary

HCM 6th Ctrl Delay	42.4
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis Agua Mansa Industrial  
 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Posting WP MIT - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	388	10	211	10	0	4	0	604	509	167	599	0
Future Volume (veh/h)	388	10	211	10	0	4	0	604	509	167	599	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	404	10	220	10	0	4	0	629	530	174	624	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	269	21	0	0	0	466	390	199	1440	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
Prop Arrive On Green	0.16	0.17	0.17	0.01	0.00	0.00	0.00	0.25	0.25	0.11	0.40	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	179.4	0.0	64.2	75.0	0.0	0.0	0.0	224.3	228.9	65.9	31.5	0.0
Ln Grp LOS	F	A	E	E	A	A	A	F	F	E	C	A
Approach Vol, veh/h		634			10			1159			798	
Approach Delay, s/veh		0.0			75.0			226.5			39.0	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	20.8	29.2	7.0		61.2					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.4	2.8	4.8	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	15.3	20.5	2.8		19.6					
Green Ext Time (g_e), s		0.0	0.2	2.9	0.0		3.1					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.32		1.00					
Prob of Max Out (p_x)		1.00	0.00	0.10	0.00		0.00					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
<b>Through Movement Data</b>												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		1958		0			3705					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		1561		1610			0					
<b>Left Lane Group Data</b>												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

HCM 6th Signalized Intersection Capacity Analysis Agua Mansa Industrial  
 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Posting WP MIT - AM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	174	414	10	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	13.3	0.0	0.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.3	0.0	0.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1435	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.98	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	199	0	21	0	0	0	0
V/C Ratio (X)	0.00	0.87	0.00	0.48	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	61.3	179.4	68.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.6	0.0	6.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	65.9	179.4	75.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.1	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.4	0.0	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.38	0.00	0.01	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	609	0	0	0	0	624	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	17.6	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	17.6	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1440	0	0
V/C Ratio (X)	1.35	0.00	0.00	0.00	0.00	0.43	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	30.6	0.0	0.0
Incr Delay (d2), s/veh	171.8	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	224.3	0.0	0.0	0.0	0.0	31.5	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	7.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	21.5	0.0	0.0	0.0	0.0	0.2	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis Agua Mansa Industrial  
 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Posting WP MIT - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	37.3	0.0	0.0	0.0	0.0	7.9	0.0	0.0
%ile Storage Ratio (RQ%)	1.70	0.00	0.00	0.00	0.00	0.74	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	39.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	550	0	220	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	18.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	18.5	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.96	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	405	0	269	0	0	0	0	0
V/C Ratio (X)	1.36	0.00	0.82	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	405	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	56.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	176.4	0.0	7.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	228.9	0.0	64.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	14.2	0.0	7.5	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	19.8	0.0	0.6	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	34.0	0.0	8.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.55	0.00	8.11	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	36.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	113.2
HCM 6th LOS	F

Notes  
 \* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing WP MIT - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↘					↕↗		↘	↕↗	
Traffic Volume (veh/h)	96	0	715	0	0	0	0	426	141	607	467	0
Future Volume (veh/h)	96	0	715	0	0	0	0	426	141	607	467	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	104	0	777				0	463	0	660	508	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	372	0	598				0	1143		543	2427	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.67	0.67	1.00
Prop Arrive On Green	0.21	0.00	0.21				0.00	0.32	0.00	0.20	0.45	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	30.3	0.0	181.9				0.0	25.2	0.0	147.2	10.4	0.0
Ln Grp LOS	C	A	F				A	C		F	B	A
Approach Vol, veh/h		881						463			1168	
Approach Delay, s/veh		164.0						25.2			87.7	
Approach LOS		F						C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		32.0	34.0		24.0		66.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	28.5		19.0		60.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		29.0	11.0		21.0		9.7					
Green Ext Time (g_e), s		0.0	2.8		0.0		3.9					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing WP MIT - AM Peak Hour

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	660	0	0	104	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	27.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	27.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	28.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	543	0	0	372	0	0	0	0
V/C Ratio (X)	1.22	0.00	0.00	0.28	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	543	0	0	372	0	0	0	0
Upstream Filter (I)	0.87	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	36.0	0.0	0.0	29.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	111.3	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	147.2	0.0	0.0	30.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	12.2	0.0	0.0	1.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	16.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	29.0	0.0	0.0	1.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	5.81	0.00	0.00	0.10	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	29.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	463	0	0	0	508	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	9.0	0.0	0.0	0.0	7.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.0	0.0	0.0	0.0	7.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1143	0	0	0	2427	0	0
V/C Ratio (X)	0.00	0.41	0.00	0.00	0.00	0.21	0.00	0.00
Avail Cap (c_a), veh/h	0	1143	0	0	0	2427	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.87	0.00	0.00
Uniform Delay (d1), s/veh	0.0	24.1	0.0	0.0	0.0	10.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.2	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
Control Delay (d), s/veh	0.0	25.2	0.0	0.0	0.0	10.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.8	0.0	0.0	0.0	2.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing WP MIT - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.9	0.0	0.0	0.0	3.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.27	0.00	0.00	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	777	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	598	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	1.30	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	598	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	146.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	181.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	18.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	1.34	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	44.7	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	103.0
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Existing WP MIT - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	54	16	449	47	429	32	333	509	441	519	19
Future Volume (veh/h)	33	54	16	449	47	429	32	333	509	441	519	19
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	35	57	17	478	50	0	34	354	541	469	552	20
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	151	117	35	511	544		102	1042	927	526	1379	615
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
Prop Arrive On Green	0.08	0.08	0.08	0.09	0.09	0.00	0.06	0.29	0.29	0.15	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	52.2	0.0	55.1	72.1	40.1	0.0	56.3	34.5	19.0	66.0	27.9	23.3
Ln Grp LOS	D	A	E	E	D		E	C	B	E	C	C
Approach Vol, veh/h		109			528			929			1041	
Approach Delay, s/veh		54.2			69.1			26.3			45.0	
Approach LOS		D			E			C			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		23.0	41.6	15.0	40.4	11.8	52.9	39.4	16.0			
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7	5.0	* 6			
Max Green (Gmax), s		19.0	29.0	10.0	39.0	10.0	* 39	40.0	* 10			
Max Allow Headway (MAH), s		3.8	4.5	3.8	5.2	3.8	5.2	3.8	5.3			
Max Q Clear (g_c+I1), s		17.7	27.8	4.2	4.9	4.2	15.4	33.5	6.7			
Green Ext Time (g_e), s		0.3	0.6	0.0	0.2	0.0	3.9	0.9	0.1			
Prob of Phs Call (p_c)		1.00	1.00	1.00	1.00	0.68	1.00	1.00	1.00			
Prob of Max Out (p_x)		1.00	0.00	0.05	0.00	0.05	0.00	0.30	1.00			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		3510		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3610		1900		3610		1405			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1610		1610		1610		419			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Existing WP MIT - PM Peak Hour

Lanes in Grp	2	0	1	0	1	0	1	0
Grp Vol (v), veh/h	469	0	35	0	34	0	478	0
Grp Sat Flow (s), veh/h/ln	1755	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	15.7	0.0	2.2	0.0	2.2	0.0	31.5	0.0
Cycle Q Clear Time (g_c), s	15.7	0.0	2.2	0.0	2.2	0.0	31.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	526	0	151	0	102	0	511	0
V/C Ratio (X)	0.89	0.00	0.23	0.00	0.33	0.00	0.93	0.00
Avail Cap (c_a), veh/h	556	0	151	0	151	0	596	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.89	0.00
Uniform Delay (d1), s/veh	50.0	0.0	51.4	0.0	54.4	0.0	53.3	0.0
Incr Delay (d2), s/veh	15.9	0.0	0.8	0.0	1.9	0.0	18.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	66.0	0.0	52.2	0.0	56.3	0.0	72.1	0.0
1st-Term Q (Q1), veh/ln	6.9	0.0	1.0	0.0	1.0	0.0	15.3	0.0
2nd-Term Q (Q2), veh/ln	1.2	0.0	0.0	0.0	0.1	0.0	2.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	8.1	0.0	1.0	0.0	1.0	0.0	18.0	0.0
%ile Storage Ratio (RQ%)	1.01	0.00	0.23	0.00	0.29	0.00	2.25	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	2	0	1	0	2	0	0
Grp Vol (v), veh/h	0	354	0	50	0	552	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	0
Q Serve Time (g_s), s	0.0	9.3	0.0	2.9	0.0	13.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.3	0.0	2.9	0.0	13.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1042	0	544	0	1379	0	0
V/C Ratio (X)	0.00	0.34	0.00	0.09	0.00	0.40	0.00	0.00
Avail Cap (c_a), veh/h	0	1042	0	618	0	1379	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.89	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	33.7	0.0	40.1	0.0	27.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.1	0.0	0.9	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
Control Delay (d), s/veh	0.0	34.5	0.0	40.1	0.0	27.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.1	0.0	1.4	0.0	5.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
Existing WP MIT - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.2	0.0	1.4	0.0	5.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.08	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	541	0	0	0	20	0	74
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	1610	0	1825
Q Serve Time (g_s), s	0.0	25.8	0.0	0.0	0.0	0.9	0.0	4.7
Cycle Q Clear Time (g_c), s	0.0	25.8	0.0	0.0	0.0	0.9	0.0	4.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	34.4	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.23
Lane Grp Cap (c), veh/h	0	927	0	461	0	615	0	151
V/C Ratio (X)	0.00	0.58	0.00	0.00	0.00	0.03	0.00	0.49
Avail Cap (c_a), veh/h	0	927	0	523	0	615	0	152
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.3	0.0	0.0	0.0	23.2	0.0	52.7
Incr Delay (d2), s/veh	0.0	2.7	0.0	0.0	0.0	0.1	0.0	2.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.0	0.0	0.0	0.0	23.3	0.0	55.1
1st-Term Q (Q1), veh/ln	0.0	9.2	0.0	0.0	0.0	0.4	0.0	2.1
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.9	0.0	0.0	0.0	0.4	0.0	2.2
%ile Storage Ratio (RQ%)	0.00	1.59	0.00	0.00	0.00	0.04	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	43.6
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis Agua Mansa Industrial  
 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Posting WP MIT - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	572	39	378	14	0	3	0	602	246	89	900	0
Future Volume (veh/h)	572	39	378	14	0	3	0	602	246	89	900	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	596	41	394	15	0	3	0	627	256	93	938	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	403	29	0	0	0	625	255	116	1273	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
Prop Arrive On Green	0.25	0.25	0.25	0.02	0.00	0.00	0.00	0.25	0.25	0.06	0.35	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	149.6	0.0	91.3	73.8	0.0	0.0	0.0	95.5	96.8	69.5	43.5	0.0
Ln Grp LOS	F	A	F	E	A	A	A	F	F	E	D	A
Approach Vol, veh/h		1031			15			883			1031	
Approach Delay, s/veh		0.0			73.8			96.1			45.8	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	14.4	40.8	7.6		54.8					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.3	2.8	4.8	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	9.1	36.0	3.2		33.8					
Green Ext Time (g_e), s		0.0	0.1	0.0	0.0		5.1					
Prob of Phs Call (p_c)		1.00	0.97	1.00	0.44		1.00					
Prob of Max Out (p_x)		1.00	0.00	1.00	0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
Through Movement Data												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		2596		0			3705					
Right-Turn Movement Data												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		1020		1610			0					
Left Lane Group Data												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

HCM 6th Signalized Intersection Capacity Analysis Agua Mansa Industrial  
 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Posting WP MIT - PM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	93	637	15	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	7.1	0.0	1.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.1	0.0	1.2	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1436	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.94	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	116	0	29	0	0	0	0
V/C Ratio (X)	0.00	0.80	0.00	0.53	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	64.7	149.6	68.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.8	0.0	5.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	69.5	149.6	73.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.3	0.0	0.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.4	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.75	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	452	0	0	0	0	938	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	31.8	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	31.8	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1273	0	0
V/C Ratio (X)	1.00	0.00	0.00	0.00	0.00	0.74	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	39.6	0.0	0.0
Incr Delay (d2), s/veh	43.0	0.0	0.0	0.0	0.0	3.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	95.5	0.0	0.0	0.0	0.0	43.5	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	14.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	5.4	0.0	0.0	0.0	0.0	0.7	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis Agua Mansa Industrial  
 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd Posting WP MIT - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	21.2	0.0	0.0	0.0	0.0	14.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.96	0.00	0.00	0.00	0.00	1.39	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	431	0	394	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1716	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	34.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	34.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.59	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	429	0	403	0	0	0	0	0
V/C Ratio (X)	1.00	0.00	0.98	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	429	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	52.1	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	44.3	0.0	39.1	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	96.8	0.0	91.3	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	15.0	0.0	13.7	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	5.3	0.0	4.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	20.3	0.0	18.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.92	0.00	18.08	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.0
HCM 6th LOS	D

Notes  
 \* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing WP MIT - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↘					↕↗		↘	↕↕	
Traffic Volume (veh/h)	110	0	919	0	0	0	0	772	65	461	648	0
Future Volume (veh/h)	110	0	919	0	0	0	0	772	65	461	648	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	112	0	938				0	788	0	470	661	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	238	0	388				0	1548		491	2717	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.14	0.00	0.14				0.00	0.43	0.00	0.54	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	39.4	0.0	687.3				0.0	21.0	0.0	43.4	0.1	0.0
Ln Grp LOS	D	A	F				A	C		D	A	A
Approach Vol, veh/h		1050						788			1131	
Approach Delay, s/veh		618.2						21.0			18.1	
Approach LOS		F						C			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		30.8	46.2		18.0		77.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	39.5		13.0		71.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		25.5	17.2		15.0		2.0					
Green Ext Time (g_e), s		0.3	5.7		0.0		5.4					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing WP MIT - PM Peak Hour

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	470	0	0	112	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	23.5	0.0	0.0	5.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	23.5	0.0	0.0	5.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	40.7	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	491	0	0	238	0	0	0	0
V/C Ratio (X)	0.96	0.00	0.00	0.47	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	514	0	0	238	0	0	0	0
Upstream Filter (I)	0.67	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	21.2	0.0	0.0	37.9	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	22.1	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.4	0.0	0.0	39.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	6.1	0.0	0.0	2.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	3.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	9.2	0.0	0.0	2.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.83	0.00	0.00	0.13	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	788	0	0	0	661	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	15.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.2	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1548	0	0	0	2717	0	0
V/C Ratio (X)	0.00	0.51	0.00	0.00	0.00	0.24	0.00	0.00
Avail Cap (c_a), veh/h	0	1548	0	0	0	2717	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.67	0.00	0.00
Uniform Delay (d1), s/veh	0.0	19.8	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.0	0.0	0.0	0.0	0.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0



HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Existing WP MIT - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.4	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.43	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	938	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	388	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	2.42	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	388	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	646.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	687.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	34.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	39.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	2.85	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	137.6	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	231.1
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Project Completion (2022) WP MIT - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↶	↷		↶	↷	↶	↶	↷	↷	↶	↷	↷
Traffic Volume (veh/h)	36	65	24	390	66	366	31	220	301	544	592	17
Future Volume (veh/h)	36	65	24	390	66	366	31	220	301	544	592	17
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	39	71	26	424	72	0	34	239	327	591	643	18
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	55	110	40	460	592		102	1009	866	671	1495	667
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
Prop Arrive On Green	0.03	0.08	0.08	0.08	0.10	0.00	0.06	0.28	0.28	0.19	0.41	0.41
Unsig. Movement Delay												
Ln Grp Delay, s/veh	73.2	0.0	60.5	67.0	39.0	0.0	56.3	33.9	17.3	56.7	26.0	20.9
Ln Grp LOS	E	A	E	E	D		E	C	B	E	C	C
Approach Vol, veh/h		136			496			600			1252	
Approach Delay, s/veh		64.1			62.9			26.1			40.4	
Approach LOS		E			E			C			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		27.9	40.5	8.1	43.4	11.8	56.7	35.5	16.0			
Change Period (Y+Rc), s		5.0	7.0	4.5	6.0	5.0	* 7	4.5	* 6			
Max Green (Gmax), s		28.0	17.0	6.7	45.8	10.0	* 36	42.5	* 11			
Max Allow Headway (MAH), s		3.8	4.5	3.8	5.2	3.8	5.2	3.8	5.3			
Max Q Clear (g_c+I1), s		21.6	16.1	4.6	6.1	4.2	17.2	29.9	8.2			
Green Ext Time (g_e), s		1.3	0.3	0.0	0.4	0.0	4.3	1.1	0.1			
Prob of Phs Call (p_c)		1.00	1.00	0.73	1.00	0.68	1.00	1.00	1.00			
Prob of Max Out (p_x)		0.34	0.00	1.00	0.00	0.05	0.00	0.01	1.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		3510		1810		1810		1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3610		1900		3610		1327			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1610		1610		1610		486			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

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Lanes in Grp	2	0	1	0	1	0	1	0
Grp Vol (v), veh/h	591	0	39	0	34	0	424	0
Grp Sat Flow (s), veh/h/ln	1755	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	19.6	0.0	2.6	0.0	2.2	0.0	27.9	0.0
Cycle Q Clear Time (g_c), s	19.6	0.0	2.6	0.0	2.2	0.0	27.9	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	671	0	55	0	102	0	460	0
V/C Ratio (X)	0.88	0.00	0.71	0.00	0.33	0.00	0.92	0.00
Avail Cap (c_a), veh/h	819	0	101	0	151	0	633	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.83	0.00
Uniform Delay (d1), s/veh	47.2	0.0	57.7	0.0	54.4	0.0	53.8	0.0
Incr Delay (d2), s/veh	9.5	0.0	15.6	0.0	1.9	0.0	13.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	56.7	0.0	73.2	0.0	56.3	0.0	67.0	0.0
1st-Term Q (Q1), veh/ln	8.6	0.0	1.2	0.0	1.0	0.0	13.6	0.0
2nd-Term Q (Q2), veh/ln	0.9	0.0	0.2	0.0	0.1	0.0	1.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	9.4	0.0	1.4	0.0	1.0	0.0	15.3	0.0
%ile Storage Ratio (RQ%)	1.18	0.00	0.32	0.00	0.29	0.00	1.91	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	2	0	1	0	2	0	0
Grp Vol (v), veh/h	0	239	0	72	0	643	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	0
Q Serve Time (g_s), s	0.0	6.1	0.0	4.1	0.0	15.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.1	0.0	4.1	0.0	15.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1009	0	592	0	1495	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.12	0.00	0.43	0.00	0.00
Avail Cap (c_a), veh/h	0	1009	0	725	0	1495	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.83	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	33.4	0.0	38.9	0.0	25.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.1	0.0	0.9	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
Control Delay (d), s/veh	0.0	33.9	0.0	39.0	0.0	26.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.7	0.0	2.0	0.0	6.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0

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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.8	0.0	2.0	0.0	6.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.12	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	327	0	0	0	18	0	97
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	1610	0	1813
Q Serve Time (g_s), s	0.0	14.1	0.0	0.0	0.0	0.8	0.0	6.2
Cycle Q Clear Time (g_c), s	0.0	14.1	0.0	0.0	0.0	0.8	0.0	6.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	31.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.27
Lane Grp Cap (c), veh/h	0	866	0	502	0	667	0	151
V/C Ratio (X)	0.00	0.38	0.00	0.00	0.00	0.03	0.00	0.64
Avail Cap (c_a), veh/h	0	866	0	615	0	667	0	166
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	16.1	0.0	0.0	0.0	20.8	0.0	53.3
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	0.1	0.0	7.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.3	0.0	0.0	0.0	20.9	0.0	60.5
1st-Term Q (Q1), veh/ln	0.0	5.1	0.0	0.0	0.0	0.3	0.0	2.8
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.4	0.0	0.0	0.0	0.3	0.0	3.1
%ile Storage Ratio (RQ%)	0.00	0.88	0.00	0.00	0.00	0.04	0.00	0.15
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/ Frontage Rd (2022) WP MIT - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖		↗		↕	↖	↗	↖	↖
Traffic Volume (veh/h)	415	11	228	11	0	4	0	651	550	180	647	0
Future Volume (veh/h)	415	11	228	11	0	4	0	651	550	180	647	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	432	11	238	11	0	4	0	678	573	188	674	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	287	22	0	0	0	466	390	213	1468	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
Prop Arrive On Green	0.17	0.18	0.18	0.01	0.00	0.00	0.00	0.25	0.25	0.12	0.41	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	175.4	0.0	65.1	74.7	0.0	0.0	0.0	268.4	277.4	65.4	31.4	0.0
Ln Grp LOS	F	A	E	E	A	A	A	F	F	E	C	A
Approach Vol, veh/h		681			11			1251			862	
Approach Delay, s/veh		0.0			74.7			272.6			38.8	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	21.9	30.8	7.1		62.3					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.4	2.8	4.8	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	16.3	21.9	2.8		21.1					
Green Ext Time (g_e), s		0.0	0.2	3.0	0.0		3.4					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.35		1.00					
Prob of Max Out (p_x)		1.00	0.00	0.17	0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
Through Movement Data												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		1961		0			3705					
Right-Turn Movement Data												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		1559		1610			0					
Left Lane Group Data												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) WP MIT - AM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	188	443	11	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	14.3	0.0	0.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.3	0.0	0.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1435	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.98	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	213	0	22	0	0	0	0
V/C Ratio (X)	0.00	0.88	0.00	0.49	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	60.8	175.4	68.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.6	0.0	6.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	65.4	175.4	74.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.6	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.9	0.0	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.49	0.00	0.01	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	656	0	0	0	0	674	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	19.1	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	19.1	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1468	0	0
V/C Ratio (X)	1.45	0.00	0.00	0.00	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	30.3	0.0	0.0
Incr Delay (d2), s/veh	215.9	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	268.4	0.0	0.0	0.0	0.0	31.4	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	8.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	27.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/ Frontage Rd (2022) WP MIT - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	42.9	0.0	0.0	0.0	0.0	8.6	0.0	0.0
%ile Storage Ratio (RQ%)	1.95	0.00	0.00	0.00	0.00	0.81	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	51.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## Right Lane Group Data

Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	595	0	238	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1619	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	19.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	19.9	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.96	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	405	0	287	0	0	0	0	0
V/C Ratio (X)	1.47	0.00	0.83	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	405	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	55.4	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	224.9	0.0	9.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	277.4	0.0	65.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	14.2	0.0	8.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	25.3	0.0	0.8	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	39.5	0.0	8.9	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.79	0.00	8.89	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	47.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## Intersection Summary

HCM 6th Ctrl Delay	133.8
HCM 6th LOS	F

## Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) WP MIT - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	558	6	3	424	268	6	1	3	191	1	392
Future Volume (veh/h)	345	558	6	3	424	268	6	1	3	191	1	392
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	371	600	6	3	456	288	6	1	3	205	1	422
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	397	1966	20	6	1158	517	169	34	67	477	2	511
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
Prop Arrive On Green	0.44	1.00	1.00	0.00	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Unsig. Movement Delay												
Ln Grp Delay, s/veh	48.8	0.6	0.6	118.1	32.7	38.0	29.3	0.0	0.0	36.7	0.0	52.0
Ln Grp LOS	D	A	A	F	C	D	C	A	A	D	A	D
Approach Vol, veh/h		977			747			10			628	
Approach Delay, s/veh		18.9			35.1			29.3			47.0	
Approach LOS		B			D			C			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6	7	8			
Case No			8.0	2.0	4.0		7.0	2.0	3.0			
Phs Duration (G+Y+Rc), s			44.5	4.6	70.9		44.5	30.5	45.0			
Change Period (Y+Rc), s			* 5.9	* 4.2	6.5		5.9	* 4.2	6.5			
Max Green (Gmax), s			* 30	* 16	58.5		29.1	* 36	38.5			
Max Allow Headway (MAH), s			6.0	3.8	5.2		4.4	3.8	4.8			
Max Q Clear (g_c+I1), s			19.9	2.2	2.0		31.1	25.4	19.8			
Green Ext Time (g_e), s			0.0	0.0	4.2		0.0	0.9	3.9			
Prob of Phs Call (p_c)			1.00	0.10	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00	0.03	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5	3			1	7				
Mvmt Sat Flow, veh/h			376	1810			1297	1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			107		3662		6		3610			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			207		37		1610		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		0	5	3	0	0	1	7	0			
Lane Assignment			L+T+R	L (Prot)			L+T	L (Prot)				



HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) WP MIT - AM Peak Hour

Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	10	3	0	0	206	371	0
Grp Sat Flow (s), veh/h/ln	0	689	1810	0	0	1304	1810	0
Q Serve Time (g_s), s	0.0	0.1	0.2	0.0	0.0	0.0	23.4	0.0
Cycle Q Clear Time (g_c), s	0.0	17.9	0.2	0.0	0.0	17.8	23.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	979	0	0	0	1435	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	1154	0	0
Perm LT Eff Green (g_p), s	0.0	38.1	0.0	0.0	0.0	38.1	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	20.3	0.0	0.0	0.0	20.2	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.60	1.00	0.00	0.00	1.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	267	6	0	0	474	397	0
V/C Ratio (X)	0.00	0.04	0.52	0.00	0.00	0.43	0.94	0.00
Avail Cap (c_a), veh/h	0	267	238	0	0	474	540	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.73	0.00
Uniform Delay (d1), s/veh	0.0	29.1	59.7	0.0	0.0	33.8	32.9	0.0
Incr Delay (d2), s/veh	0.0	0.3	58.3	0.0	0.0	2.9	15.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	29.3	118.1	0.0	0.0	36.7	48.8	0.0
1st-Term Q (Q1), veh/ln	0.0	0.2	0.1	0.0	0.0	5.0	8.1	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	0.4	1.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.2	0.0	0.0	5.4	9.9	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.09	0.00	0.00	0.17	2.47	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	2
Grp Vol (v), veh/h	0	0	0	296	0	0	0	456
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.8
Lane Grp Cap (c), veh/h	0	0	0	969	0	0	0	1158
V/C Ratio (X)	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.39
Avail Cap (c_a), veh/h	0	0	0	969	0	0	0	1158
Upstream Filter (I)	0.00	0.00	0.00	0.73	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	0.0	0.0	1.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.6	0.0	0.0	0.0	32.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.2

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) WP MIT - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	5.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.82
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R		R		R
Lanes in Grp	0	0	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	310	0	422	0	288
Grp Sat Flow (s), veh/h/ln	0	0	0	1893	0	1610	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	29.1	0.0	17.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	29.1	0.0	17.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.30	0.00	0.02	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	1016	0	511	0	517
V/C Ratio (X)	0.00	0.00	0.00	0.31	0.00	0.83	0.00	0.56
Avail Cap (c_a), veh/h	0	0	0	1016	0	511	0	517
Upstream Filter (I)	0.00	0.00	0.00	0.73	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	37.9	0.0	33.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.6	0.0	14.1	0.0	4.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.6	0.0	52.0	0.0	38.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	11.3	0.0	6.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	2.0	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.2	0.0	13.3	0.0	7.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	6.67	0.00	4.19
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	31.5
HCM 6th LOS	C

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Project Completion (2022) WP MIT - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖	↕	↗	↖	↕↕	↗	↖	↕↕	
Traffic Volume (veh/h)	0	0	9	308	0	43	38	837	278	53	902	3
Future Volume (veh/h)	0	0	9	308	0	43	38	837	278	53	902	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	9	318	0	44	39	863	287	55	930	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	0	40	34	440	0	196	857	2151	1156	151	759	2
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
Prop Arrive On Green	0.00	0.00	0.02	0.12	0.00	0.12	0.95	1.00	1.00	0.08	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	47.4	40.3	0.0	36.3	1.3	0.5	0.5	40.5	159.1	158.1
Ln Grp LOS	A	A	D	D	A	D	A	A	A	D	F	F
Approach Vol, veh/h		9			362			1189			988	
Approach Delay, s/veh		47.4			39.8			0.5			152.0	
Approach LOS		D			D			A			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	6	5					
Case No		2.0	3.0	9.0	11.0	4.0	2.0					
Phs Duration (G+Y+Rc), s		11.5	57.6	15.0	5.9	22.5	46.6					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	18.0	18.0	18.0	18.0	18.0					
Max Allow Headway (MAH), s		3.8	4.9	3.8	4.0	5.2	3.8					
Max Q Clear (g_c+I1), s		4.6	2.0	9.6	2.5	20.5	2.1					
Green Ext Time (g_e), s		0.1	6.5	0.8	0.0	0.0	0.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.20	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.06	0.00	1.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7		5					
Mvmt Sat Flow, veh/h		1810		3619	0		1810					
Through Movement Data												
Assigned Mvmt			2	8	4	6						
Mvmt Sat Flow, veh/h			3610	0	1900	3691						
Right-Turn Movement Data												
Assigned Mvmt			12	18	14	16						
Mvmt Sat Flow, veh/h			1610	1610	1610	12						
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	0	5	0	0			
Lane Assignment		L (Prot)		L			L (Prot)					

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Project Completion (2022) WP MIT - AM Peak Hour

Lanes in Grp	1	0	2	0	0	1	0	0
Grp Vol (v), veh/h	55	0	318	0	0	39	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	0	1810	0	0
Q Serve Time (g_s), s	2.6	0.0	7.6	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	2.6	0.0	7.6	0.0	0.0	0.1	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	151	0	440	0	0	857	0	0
V/C Ratio (X)	0.36	0.00	0.72	0.00	0.00	0.05	0.00	0.00
Avail Cap (c_a), veh/h	372	0	744	0	0	857	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.93	0.00	0.00
Uniform Delay (d1), s/veh	39.0	0.0	38.1	0.0	0.0	1.2	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.0	2.3	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.5	0.0	40.3	0.0	0.0	1.3	0.0	0.0
1st-Term Q (Q1), veh/ln	1.1	0.0	3.3	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.2	0.0	3.5	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.20	0.00	0.24	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	6	0	0	0
Lane Assignment		T		T	T			
Lanes in Grp	0	2	0	1	1	0	0	0
Grp Vol (v), veh/h	0	863	0	0	455	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	1805	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2151	0	40	371	0	0	0
V/C Ratio (X)	0.00	0.40	0.00	0.00	1.23	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2151	0	391	371	0	0	0
Upstream Filter (I)	0.00	0.93	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	123.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	0.0	0.0	159.1	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	7.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	12.7	0.0	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Project Completion (2022) WP MIT - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.0	0.0	20.6	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	1.73	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	20.9	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	18	14	16	0	0	0
Lane Assignment		R	R	R	T+R			
Lanes in Grp	0	1	1	1	1	0	0	0
Grp Vol (v), veh/h	0	287	44	9	478	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1610	1610	1898	0	0	0
Q Serve Time (g_s), s	0.0	0.0	2.2	0.5	18.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	2.2	0.5	18.5	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.01	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1156	196	34	390	0	0	0
V/C Ratio (X)	0.00	0.25	0.22	0.26	1.23	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1156	331	331	390	0	0	0
Upstream Filter (I)	0.00	0.93	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	35.7	43.4	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.6	4.0	122.4	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.5	36.3	47.4	158.1	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.9	0.2	8.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	13.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.2	0.9	0.2	21.6	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.18	0.02	1.81	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	22.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	65.0
HCM 6th LOS	E

### Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Project Completion (2022) WP MIT - AM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↘					↕↗		↘	↕↗	
Traffic Volume (veh/h)	104	0	772	0	0	0	0	459	152	655	504	0
Future Volume (veh/h)	104	0	772	0	0	0	0	459	152	655	504	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	113	0	839				0	499	0	712	548	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	372	0	598				0	1143		543	2427	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Prop Arrive On Green	0.21	0.00	0.21				0.00	0.32	0.00	0.10	0.22	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	30.5	0.0	226.5				0.0	25.6	0.0	191.5	16.0	0.0
Ln Grp LOS	C	A	F				A	C		F	B	A
Approach Vol, veh/h		952						499			1260	
Approach Delay, s/veh		203.2						25.6			115.2	
Approach LOS		F						C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		32.0	34.0		24.0		66.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	28.5		19.0		60.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		29.0	11.9		21.0		13.2					
Green Ext Time (g_e), s		0.0	3.0		0.0		4.2					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial

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Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	712	0	0	113	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	27.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	27.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	28.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	543	0	0	372	0	0	0	0
V/C Ratio (X)	1.31	0.00	0.00	0.30	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	543	0	0	372	0	0	0	0
Upstream Filter (I)	0.83	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	40.5	0.0	0.0	30.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	151.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	191.5	0.0	0.0	30.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	13.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	22.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	35.8	0.0	0.0	2.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	7.15	0.00	0.00	0.11	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	42.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	499	0	0	0	548	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	9.9	0.0	0.0	0.0	11.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	9.9	0.0	0.0	0.0	11.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1143	0	0	0	2427	0	0
V/C Ratio (X)	0.00	0.44	0.00	0.00	0.00	0.23	0.00	0.00
Avail Cap (c_a), veh/h	0	1143	0	0	0	2427	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.83	0.00	0.00
Uniform Delay (d1), s/veh	0.0	24.4	0.0	0.0	0.0	15.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	0.2	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
Control Delay (d), s/veh	0.0	25.6	0.0	0.0	0.0	16.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.1	0.0	0.0	0.0	5.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	4.3	0.0	0.0	0.0	5.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.29	0.00	0.00	0.00	0.34	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	839	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	598	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	1.40	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	598	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	191.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	226.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	15.9	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	22.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	1.61	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	60.2	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	129.6
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.



HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Project Completion (2022) WP MIT - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	58	17	479	51	463	35	360	547	476	561	21
Future Volume (veh/h)	36	58	17	479	51	463	35	360	547	476	561	21
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	38	62	18	510	54	0	37	383	582	506	597	22
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	151	118	34	545	579		107	924	904	576	1304	581
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.08	0.08	0.20	0.20	0.00	0.06	0.26	0.26	0.16	0.36	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	52.4	0.0	56.2	60.8	34.3	0.0	56.1	38.5	21.6	60.4	30.5	25.0
Ln Grp LOS	D	A	E	E	C		E	D	C	E	C	C
Approach Vol, veh/h		118			564			1002			1125	
Approach Delay, s/veh		54.9			58.3			29.4			43.9	
Approach LOS		D			E			C			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	3.0	2.0	3.0	2.0	3.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		24.7	37.7	15.0	42.6	12.1	50.3	41.6	16.0			
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7	5.0	* 6			
Max Green (Gmax), s		23.0	19.0	10.0	45.0	10.0	* 33	46.0	* 10			
Max Allow Headway (MAH), s		3.8	4.5	3.8	5.2	3.8	5.2	3.8	5.3			
Max Q Clear (g_c+I1), s		18.9	31.8	4.4	4.8	4.4	17.2	35.3	7.0			
Green Ext Time (g_e), s		0.8	0.0	0.0	0.3	0.0	3.7	1.3	0.1			
Prob of Phs Call (p_c)		1.00	1.00	1.00	1.00	0.71	1.00	1.00	1.00			
Prob of Max Out (p_x)		0.86	0.00	0.07	0.00	0.07	0.00	0.05	1.00			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		3510		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3610		1900		3610		1415			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1610		1610		1610		411			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

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Lanes in Grp	2	0	1	0	1	0	1	0
Grp Vol (v), veh/h	506	0	38	0	37	0	510	0
Grp Sat Flow (s), veh/h/ln	1755	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	16.9	0.0	2.4	0.0	2.4	0.0	33.3	0.0
Cycle Q Clear Time (g_c), s	16.9	0.0	2.4	0.0	2.4	0.0	33.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	576	0	151	0	107	0	545	0
V/C Ratio (X)	0.88	0.00	0.25	0.00	0.35	0.00	0.94	0.00
Avail Cap (c_a), veh/h	673	0	151	0	151	0	686	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.72	0.00
Uniform Delay (d1), s/veh	49.0	0.0	51.5	0.0	54.2	0.0	46.8	0.0
Incr Delay (d2), s/veh	11.4	0.0	0.9	0.0	1.9	0.0	14.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	60.4	0.0	52.4	0.0	56.1	0.0	60.8	0.0
1st-Term Q (Q1), veh/ln	7.4	0.0	1.1	0.0	1.1	0.0	15.5	0.0
2nd-Term Q (Q2), veh/ln	0.9	0.0	0.0	0.0	0.1	0.0	2.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	8.3	0.0	1.1	0.0	1.1	0.0	17.6	0.0
%ile Storage Ratio (RQ%)	1.04	0.00	0.25	0.00	0.31	0.00	2.20	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	2	0	1	0	2	0	0
Grp Vol (v), veh/h	0	383	0	54	0	597	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	0
Q Serve Time (g_s), s	0.0	10.6	0.0	2.8	0.0	15.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.6	0.0	2.8	0.0	15.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	924	0	579	0	1304	0	0
V/C Ratio (X)	0.00	0.41	0.00	0.09	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	0	924	0	713	0	1304	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.72	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	37.1	0.0	34.3	0.0	29.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	1.2	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
Control Delay (d), s/veh	0.0	38.5	0.0	34.3	0.0	30.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.7	0.0	1.3	0.0	6.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
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3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.9	0.0	1.3	0.0	6.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.08	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	582	0	0	0	22	0	80
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	1610	0	1826
Q Serve Time (g_s), s	0.0	29.8	0.0	0.0	0.0	1.1	0.0	5.0
Cycle Q Clear Time (g_c), s	0.0	29.8	0.0	0.0	0.0	1.1	0.0	5.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	36.6	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.22
Lane Grp Cap (c), veh/h	0	904	0	491	0	581	0	152
V/C Ratio (X)	0.00	0.64	0.00	0.00	0.00	0.04	0.00	0.53
Avail Cap (c_a), veh/h	0	904	0	604	0	581	0	152
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.1	0.0	0.0	0.0	24.8	0.0	52.8
Incr Delay (d2), s/veh	0.0	3.5	0.0	0.0	0.0	0.1	0.0	3.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.6	0.0	0.0	0.0	25.0	0.0	56.2
1st-Term Q (Q1), veh/ln	0.0	10.7	0.0	0.0	0.0	0.4	0.0	2.3
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.6	0.0	0.0	0.0	0.4	0.0	2.5
%ile Storage Ratio (RQ%)	0.00	1.87	0.00	0.00	0.00	0.05	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	42.0
HCM 6th LOS	D






















Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) WP MIT - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	616	42	408	15	0	3	0	650	266	96	970	0
Future Volume (veh/h)	616	42	408	15	0	3	0	650	266	96	970	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	642	44	425	16	0	3	0	677	277	100	1010	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	403	30	0	0	0	625	256	123	1288	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
Prop Arrive On Green	0.25	0.25	0.25	0.02	0.00	0.00	0.00	0.25	0.25	0.07	0.36	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	150.3	0.0	112.8	73.7	0.0	0.0	0.0	119.3	120.4	69.1	45.1	0.0
Ln Grp LOS	F	A	F	E	A	A	A	F	F	E	D	A
Approach Vol, veh/h		1111			16			954			1110	
Approach Delay, s/veh		0.0			73.7			119.8			47.2	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	14.9	40.8	7.7		55.3					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.3	2.8	4.8	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	9.6	37.0	3.2		37.0					
Green Ext Time (g_e), s		0.0	0.1	0.0	0.0		5.6					
Prob of Phs Call (p_c)		1.00	0.98	1.00	0.46		1.00					
Prob of Max Out (p_x)		1.00	0.00	1.00	0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
Through Movement Data												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		2594		0			3705					
Right-Turn Movement Data												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		1022		1610			0					
Left Lane Group Data												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) WP MIT - PM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	100	686	16	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	7.6	0.0	1.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.6	0.0	1.2	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1436	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.94	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	123	0	30	0	0	0	0
V/C Ratio (X)	0.00	0.81	0.00	0.53	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	64.3	150.3	68.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.8	0.0	5.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	69.1	150.3	73.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.5	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.7	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.80	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## Middle Lane Group Data

Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	489	0	0	0	0	1010	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	35.0	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1288	0	0
V/C Ratio (X)	1.08	0.00	0.00	0.00	0.00	0.78	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	40.2	0.0	0.0
Incr Delay (d2), s/veh	66.8	0.0	0.0	0.0	0.0	4.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	119.3	0.0	0.0	0.0	0.0	45.1	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	15.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	8.4	0.0	0.0	0.0	0.0	0.9	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/ Frontage Rd (2022) WP MIT - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	24.2	0.0	0.0	0.0	0.0	16.4	0.0	0.0
%ile Storage Ratio (RQ%)	1.10	0.00	0.00	0.00	0.00	1.54	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	9.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## Right Lane Group Data

Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	465	0	425	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1716	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.60	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	429	0	403	0	0	0	0	0
V/C Ratio (X)	1.08	0.00	1.06	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	429	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	52.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	67.9	0.0	60.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	120.4	0.0	112.8	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	15.0	0.0	14.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	8.1	0.0	6.7	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	23.1	0.0	20.8	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.05	0.00	20.84	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	9.0	0.0	5.6	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0

## Intersection Summary

HCM 6th Ctrl Delay	52.6
HCM 6th LOS	D

## Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) WP MIT - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	571	510	0	0	550	251	0	2	1	222	1	444
Future Volume (veh/h)	571	510	0	0	550	251	0	2	1	222	1	444
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	595	531	0	0	573	261	0	2	1	231	1	462
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	540	2362	0	2	1158	517	0	527	263	681	3	703
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
Prop Arrive On Green	0.50	1.00	0.00	0.00	0.32	0.32	0.00	0.44	0.44	0.44	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	94.4	0.2	0.0	0.0	34.4	36.5	0.0	0.0	18.9	24.5	0.0	31.5
Ln Grp LOS	F	A	A	A	C	D	A	A	B	C	A	C
Approach Vol, veh/h		1126			834			3			694	
Approach Delay, s/veh		49.9			35.1			18.9			29.1	
Approach LOS		D			D			B			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6	7	8			
Case No			8.0	2.0	4.0		7.0	2.0	3.0			
Phs Duration (G+Y+Rc), s			59.5	0.0	85.0		59.5	40.0	45.0			
Change Period (Y+Rc), s			* 5.9	* 4.2	6.5		5.9	* 4.2	6.5			
Max Green (Gmax), s			* 30	* 16	58.5		29.1	* 36	38.5			
Max Allow Headway (MAH), s			5.3	0.0	5.2		4.4	3.8	4.9			
Max Q Clear (g_c+I1), s			2.1	0.0	2.0		29.2	37.8	17.8			
Green Ext Time (g_e), s			0.0	0.0	4.1		0.0	0.0	4.8			
Prob of Phs Call (p_c)			1.00	0.00	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00	1.00	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5	3			1	7				
Mvmt Sat Flow, veh/h			0	1810			1409	1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			1195		3705		6		3610			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			597		0		1610		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		0	5	3	0	0	1	7	0			
Lane Assignment			L (Prot)				L+T L (Prot)					

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) WP MIT - PM Peak Hour

Lanes in Grp	0	0	1	0	0	1	1	0
Grp Vol (v), veh/h	0	0	0	0	0	232	595	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	0	1415	1810	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	13.2	35.8	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	14.0	35.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	1436	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	52.4	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	51.6	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	13.2	0.0	0.0
Time to First Blk (g_f), s	0.0	52.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	2	0	0	678	540	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.34	1.10	0.00
Avail Cap (c_a), veh/h	0	0	238	0	0	678	540	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.71	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	23.1	30.1	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.4	64.3	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	24.5	94.4	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	4.5	12.8	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	9.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	4.8	22.4	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.15	5.61	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	13.8	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	531	0	0	0	573
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.4
Lane Grp Cap (c), veh/h	0	0	0	2362	0	0	0	1158
V/C Ratio (X)	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.49
Avail Cap (c_a), veh/h	0	0	0	2362	0	0	0	1158
Upstream Filter (I)	0.00	0.00	0.00	0.71	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	34.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.2



HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Project Completion (2022) WP MIT - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	7.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R				R		R
Lanes in Grp	0	1	0	0	0	1	0	1
Grp Vol (v), veh/h	0	3	0	0	0	462	0	261
Grp Sat Flow (s), veh/h/ln	0	1792	0	0	0	1610	0	1610
Q Serve Time (g_s), s	0.0	0.1	0.0	0.0	0.0	27.2	0.0	15.8
Cycle Q Clear Time (g_c), s	0.0	0.1	0.0	0.0	0.0	27.2	0.0	15.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.33	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	790	0	0	0	703	0	517
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.66	0.00	0.51
Avail Cap (c_a), veh/h	0	790	0	0	0	703	0	517
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.8	0.0	0.0	0.0	26.7	0.0	33.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	4.8	0.0	3.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.9	0.0	0.0	0.0	31.5	0.0	36.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	10.3	0.0	6.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.9	0.0	0.5
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	11.2	0.0	6.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	5.61	0.00	3.69
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary
























HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
 9: Market St & Rivera St

Agua Mansa Industrial  
 Project Completion (2022) WP MIT - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	17	90	272	1	46	10	763	262	97	960	1
Future Volume (veh/h)	2	17	90	272	1	46	10	763	262	97	960	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	18	97	293	0	49	11	820	282	104	1032	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	15	136	129	381	0	169	636	2178	1141	142	1221	1
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.08	0.08	0.11	0.00	0.11	0.35	0.60	0.60	0.08	0.33	0.33
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.8	0.0	62.6	56.2	0.0	50.5	25.4	12.7	6.7	61.3	45.0	44.7
Ln Grp LOS	D	A	E	E	A	D	C	B	A	E	D	D
Approach Vol, veh/h		117			342			1113			1137	
Approach Delay, s/veh		60.8			55.3			11.3			46.4	
Approach LOS		E			E			B			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	6	5					
Case No		2.0	3.0	9.0	11.0	4.0	2.0					
Phs Duration (G+Y+Rc), s		13.4	76.4	16.6	13.6	43.6	46.2					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	48.0	18.0	18.0	48.0	18.0					
Max Allow Headway (MAH), s		3.8	4.9	3.8	4.2	5.2	3.8					
Max Q Clear (g_c+I1), s		8.7	16.0	11.5	9.1	33.1	2.5					
Green Ext Time (g_e), s		0.1	8.0	0.7	0.2	6.0	0.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.98	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.19	0.02	0.37	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7		5					
Mvmt Sat Flow, veh/h		1810		3619	189		1810					
Through Movement Data												
Assigned Mvmt			2	8	4	6						
Mvmt Sat Flow, veh/h			3610	0	1701	3701						
Right-Turn Movement Data												
Assigned Mvmt			12	18	14	16						
Mvmt Sat Flow, veh/h			1610	1610	1610	4						
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	0	5	0	0			
Lane Assignment		L (Prot)		L	L+T		L (Prot)					

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Project Completion (2022) WP MIT - PM Peak Hour

Lanes in Grp	1	0	2	1	0	1	0	0
Grp Vol (v), veh/h	104	0	293	20	0	11	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1891	0	1810	0	0
Q Serve Time (g_s), s	6.7	0.0	9.5	1.2	0.0	0.5	0.0	0.0
Cycle Q Clear Time (g_c), s	6.7	0.0	9.5	1.2	0.0	0.5	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.10	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	142	0	381	151	0	636	0	0
V/C Ratio (X)	0.73	0.00	0.77	0.13	0.00	0.02	0.00	0.00
Avail Cap (c_a), veh/h	279	0	558	291	0	636	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	0.00	0.97	0.00	0.00
Uniform Delay (d1), s/veh	54.1	0.0	52.3	51.4	0.0	25.4	0.0	0.0
Incr Delay (d2), s/veh	7.2	0.0	3.9	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	61.3	0.0	56.2	51.8	0.0	25.4	0.0	0.0
1st-Term Q (Q1), veh/ln	3.1	0.0	4.3	0.6	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.4	0.0	4.5	0.6	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.56	0.00	0.31	0.05	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	6	0	0	0
Lane Assignment		T			T			
Lanes in Grp	0	2	0	0	1	0	0	0
Grp Vol (v), veh/h	0	820	0	0	503	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	1805	0	0	0
Q Serve Time (g_s), s	0.0	14.0	0.0	0.0	31.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.0	0.0	0.0	31.1	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2178	0	0	595	0	0	0
V/C Ratio (X)	0.00	0.38	0.00	0.00	0.85	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2178	0	0	730	0	0	0
Upstream Filter (I)	0.00	0.97	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.2	0.0	0.0	37.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	7.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.7	0.0	0.0	45.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.5	0.0	0.0	13.6	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	1.3	0.0	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Project Completion (2022) WP MIT - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.6	0.0	0.0	14.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.43	0.00	0.00	1.25	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	18	14	16	0	0	0
Lane Assignment		R	R	R	T+R			
Lanes in Grp	0	1	1	1	1	0	0	0
Grp Vol (v), veh/h	0	282	49	97	530	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1610	1610	1899	0	0	0
Q Serve Time (g_s), s	0.0	7.4	3.4	7.1	31.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.4	3.4	7.1	31.1	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1141	169	129	626	0	0	0
V/C Ratio (X)	0.00	0.25	0.29	0.75	0.85	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1141	248	248	768	0	0	0
Upstream Filter (I)	0.00	0.97	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.2	49.5	54.0	37.4	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.9	8.6	7.3	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.7	50.5	62.6	44.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.5	1.4	2.9	14.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.3	1.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.7	1.4	3.2	15.6	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.28	0.28	0.28	1.31	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	33.7
HCM 6th LOS	C

### Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Project Completion (2022) WP MIT - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗↘					↕↗		↘	↕↗	
Traffic Volume (veh/h)	119	0	993	0	0	0	0	833	70	495	699	0
Future Volume (veh/h)	119	0	993	0	0	0	0	833	70	495	699	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	121	0	1013				0	850	0	505	713	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	238	0	388				0	1501		514	2717	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.14	0.00	0.14				0.00	0.42	0.00	0.57	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	39.9	0.0	773.9				0.0	22.8	0.0	44.2	0.1	0.0
Ln Grp LOS	D	A	F				A	C		D	A	A
Approach Vol, veh/h		1134						850			1218	
Approach Delay, s/veh		695.6						22.8			18.4	
Approach LOS		F						C			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		32.0	45.0		18.0		77.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	39.5		13.0		71.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		27.9	19.1		15.0		2.0					
Green Ext Time (g_e), s		0.0	6.1		0.0		6.0					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial

Project Completion (2022) WP MIT - PM Peak Hour

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	505	0	0	121	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	25.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	25.9	0.0	0.0	5.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	39.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	514	0	0	238	0	0	0	0
V/C Ratio (X)	0.98	0.00	0.00	0.51	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	514	0	0	238	0	0	0	0
Upstream Filter (I)	0.51	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	20.3	0.0	0.0	38.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	23.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	44.2	0.0	0.0	39.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	6.4	0.0	0.0	2.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	3.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	9.8	0.0	0.0	2.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.96	0.00	0.00	0.14	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	850	0	0	0	713	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	17.1	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.1	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1501	0	0	0	2717	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.00	0.00	0.26	0.00	0.00
Avail Cap (c_a), veh/h	0	1501	0	0	0	2717	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.51	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.8	0.0	0.0	0.0	0.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp Project Completion (2022) WP MIT - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.3	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.49	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	1013	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	388	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	2.61	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	388	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	732.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	773.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	39.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	43.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	3.18	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	156.3	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0

## Intersection Summary

























HCM 6th Ctrl Delay	259.4
HCM 6th LOS	F

## Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	252	191	418	175	708	181	824	363	683	842	53
Future Volume (veh/h)	100	252	191	418	175	708	181	824	363	683	842	53
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	109	274	208	454	190	0	197	896	395	742	915	58
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	151	305	252	499	425		227	1000	682	789	1357	605
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
Prop Arrive On Green	0.08	0.16	0.16	0.05	0.07	0.00	0.13	0.28	0.28	0.22	0.38	0.38
Unsig. Movement Delay												
Ln Grp Delay, s/veh	60.8	75.7	67.7	71.3	49.0	0.0	68.0	54.1	30.0	64.8	34.0	24.6
Ln Grp LOS	E	E	E	E	D		E	D	C	E	C	C
Approach Vol, veh/h		591			644			1488			1715	
Approach Delay, s/veh		70.1			64.7			49.5			47.0	
Approach LOS		E			E			D			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		32.0	40.2	15.0	32.8	20.1	52.1	22.6	25.2			
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7	5.0	* 6			
Max Green (Gmax), s		27.0	33.0	14.0	23.0	21.0	* 40	18.0	* 20			
Max Allow Headway (MAH), s		3.8	4.9	3.8	5.2	3.8	5.2	3.8	4.7			
Max Q Clear (g_c+I1), s		26.9	30.6	9.1	13.5	14.8	27.4	17.5	19.0			
Green Ext Time (g_e), s		0.0	1.6	0.1	0.6	0.3	5.3	0.1	0.3			
Prob of Phs Call (p_c)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prob of Max Out (p_x)		1.00	0.00	0.31	0.11	0.15	0.00	1.00	1.00			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		3510		1810		1810		3510				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3610		1900		3610		1900			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1610		1610		1610		1610			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				



HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - AM Peak Hour

Lanes in Grp	2	0	1	0	1	0	2	0
Grp Vol (v), veh/h	742	0	109	0	197	0	454	0
Grp Sat Flow (s), veh/h/ln	1755	0	1810	0	1810	0	1755	0
Q Serve Time (g_s), s	24.9	0.0	7.1	0.0	12.8	0.0	15.5	0.0
Cycle Q Clear Time (g_c), s	24.9	0.0	7.1	0.0	12.8	0.0	15.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	789	0	151	0	227	0	499	0
V/C Ratio (X)	0.94	0.00	0.72	0.00	0.87	0.00	0.91	0.00
Avail Cap (c_a), veh/h	790	0	211	0	317	0	512	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.68	0.00
Uniform Delay (d1), s/veh	45.7	0.0	53.6	0.0	51.5	0.0	56.4	0.0
Incr Delay (d2), s/veh	19.1	0.0	7.1	0.0	16.5	0.0	14.8	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	64.8	0.0	60.8	0.0	68.0	0.0	71.3	0.0
1st-Term Q (Q1), veh/ln	10.8	0.0	3.2	0.0	5.8	0.0	7.3	0.0
2nd-Term Q (Q2), veh/ln	2.1	0.0	0.3	0.0	1.0	0.0	1.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	12.9	0.0	3.5	0.0	6.8	0.0	8.3	0.0
%ile Storage Ratio (RQ%)	1.61	0.00	0.80	0.00	1.90	0.00	1.04	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	896	0	190	0	915	0	274
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	28.6	0.0	11.5	0.0	25.4	0.0	17.0
Cycle Q Clear Time (g_c), s	0.0	28.6	0.0	11.5	0.0	25.4	0.0	17.0
Lane Grp Cap (c), veh/h	0	1000	0	425	0	1357	0	305
V/C Ratio (X)	0.00	0.90	0.00	0.45	0.00	0.67	0.00	0.90
Avail Cap (c_a), veh/h	0	1000	0	425	0	1357	0	317
Upstream Filter (I)	0.00	1.00	0.00	0.68	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	41.7	0.0	48.5	0.0	31.3	0.0	49.4
Incr Delay (d2), s/veh	0.0	12.3	0.0	0.5	0.0	2.7	0.0	26.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	54.1	0.0	49.0	0.0	34.0	0.0	75.7
1st-Term Q (Q1), veh/ln	0.0	12.6	0.0	5.9	0.0	11.0	0.0	8.0
2nd-Term Q (Q2), veh/ln	0.0	1.7	0.0	0.1	0.0	0.5	0.0	2.2

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	14.4	0.0	5.9	0.0	11.5	0.0	10.3
%ile Storage Ratio (RQ%)	0.00	0.30	0.00	0.35	0.00	0.34	0.00	0.50
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	395	0	0	0	58	0	208
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	1610	0	1610
Q Serve Time (g_s), s	0.0	22.5	0.0	0.0	0.0	2.8	0.0	15.0
Cycle Q Clear Time (g_c), s	0.0	22.5	0.0	0.0	0.0	2.8	0.0	15.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	17.6	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	682	0	360	0	605	0	252
V/C Ratio (X)	0.00	0.58	0.00	0.00	0.00	0.10	0.00	0.83
Avail Cap (c_a), veh/h	0	682	0	360	0	605	0	262
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.4	0.0	0.0	0.0	24.2	0.0	49.1
Incr Delay (d2), s/veh	0.0	3.6	0.0	0.0	0.0	0.3	0.0	18.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	30.0	0.0	0.0	0.0	24.6	0.0	67.7
1st-Term Q (Q1), veh/ln	0.0	8.5	0.0	0.0	0.0	1.1	0.0	6.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.0	0.0	0.1	0.0	1.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.2	0.0	0.0	0.0	1.1	0.0	7.3
%ile Storage Ratio (RQ%)	0.00	1.49	0.00	0.00	0.00	0.13	0.00	1.67
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary





















HCM 6th Ctrl Delay	53.5
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	0	225	372	115	280	74	1512	0	0	1452	19
Future Volume (veh/h)	31	0	225	372	115	280	74	1512	0	0	1452	19
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	33	0	242	400	124	301	80	1626	0	0	1561	20
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
Opposing Right Turn Influence	Yes			Yes			Yes			No		
Cap, veh/h	554	0	787	390	97	236	103	1269	0	0	1283	16
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.49	0.00	0.49	0.48	0.49	0.49	0.35	0.35	0.00	0.00	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.5	0.0	10.9	105.5	0.0	0.0	77.9	155.6	0.0	0.0	127.2	127.7
Ln Grp LOS	A	A	B	F	A	A	E	F	A	A	F	F
Approach Vol, veh/h		275			825			1706			1581	
Approach Delay, s/veh		10.7			105.5			152.0			127.5	
Approach LOS		B			F			F			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4		6		8			
Case No			6.0		8.0		8.0		7.0			
Phs Duration (G+Y+Rc), s			30.0		40.0		30.0		40.0			
Change Period (Y+Rc), s			5.4		5.8		5.4		5.8			
Max Green (Gmax), s			24.6		34.2		24.6		34.2			
Max Allow Headway (MAH), s			6.0		4.7		5.7		3.3			
Max Q Clear (g_c+I1), s			26.6		35.7		26.6		8.3			
Green Ext Time (g_e), s			0.0		0.0		0.0		0.6			
Prob of Phs Call (p_c)			1.00		1.00		1.00		1.00			
Prob of Max Out (p_x)			1.00		1.00		1.00		0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7		1		3			
Mvmt Sat Flow, veh/h			329		642		0		924			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3705		199		3745		0			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			0		483		47		1610			
Left Lane Group Data												
Assigned Mvmt		0	5	0	7	0	1	0	3			
Lane Assignment			L		L+T+R				L+T			

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Cumulative (2022) WP MIT - AM Peak Hour

Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	80	0	825	0	0	0	33
Grp Sat Flow (s), veh/h/ln	0	329	0	1325	0	0	0	924
Q Serve Time (g_s), s	0.0	0.0	0.0	32.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.6	0.0	33.7	0.0	0.0	0.0	1.3
Perm LT Sat Flow (s_l), veh/h/ln	0	329	0	1156	0	0	0	978
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	923
Perm LT Eff Green (g_p), s	0.0	24.6	0.0	33.7	0.0	0.0	0.0	34.2
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	32.4	0.0	0.0	0.0	0.5
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	32.4	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.48	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	103	0	714	0	0	0	554
V/C Ratio (X)	0.00	0.78	0.00	1.16	0.00	0.00	0.00	0.06
Avail Cap (c_a), veh/h	0	103	0	714	0	0	0	554
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	35.0	0.0	20.3	0.0	0.0	0.0	9.5
Incr Delay (d2), s/veh	0.0	42.9	0.0	85.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	77.9	0.0	105.5	0.0	0.0	0.0	9.5
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	11.4	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	16.9	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.5	0.0	28.3	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.80	0.00	1.25	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	27.7	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

#### Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	1626	0	0	0	771	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	24.6	0.0	0.0	0.0	24.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.6	0.0	0.0	0.0	24.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1269	0	0	0	634	0	0
V/C Ratio (X)	0.00	1.28	0.00	0.00	0.00	1.22	0.00	0.00
Avail Cap (c_a), veh/h	0	1269	0	0	0	634	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.49	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.7	0.0	0.0	0.0	22.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	132.9	0.0	0.0	0.0	104.5	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
Control Delay (d), s/veh	0.0	155.6	0.0	0.0	0.0	127.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.5	0.0	0.0	0.0	9.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	23.4	0.0	0.0	0.0	18.4	0.0	0.0

**HCM 6th Signalized Intersection Capacity Analysis**  
**3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp**

**Agua Mansa Industrial**  
 Cumulative (2022) WP MIT - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	32.9	0.0	0.0	0.0	27.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	5.96	0.00	0.00	0.00	0.47	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	89.3	0.0	0.0	0.0	34.2	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0

**Right Lane Group Data**

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						T+R		R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	810	0	242
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1892	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	6.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	6.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.36	0.00	0.02	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	665	0	787
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	1.22	0.00	0.31
Avail Cap (c_a), veh/h	0	0	0	0	0	665	0	787
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.49	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	22.7	0.0	10.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	105.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	127.7	0.0	10.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	10.0	0.0	2.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	19.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	29.3	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	36.2	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

**Intersection Summary**

HCM 6th Ctrl Delay	125.5
HCM 6th LOS	F

HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) WP MIT - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1152	11	230	11	0	4	0	810	562	268	767	0
Future Volume (veh/h)	1152	11	230	11	0	4	0	810	562	268	767	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	1200	11	240	11	0	4	0	844	585	279	799	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	351	22	0	0	0	515	348	304	1647	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
Prop Arrive On Green	0.21	0.22	0.22	0.01	0.00	0.00	0.00	0.25	0.25	0.17	0.46	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	167.4	0.0	54.2	74.7	0.0	0.0	0.0	346.6	369.0	78.1	27.6	0.0
Ln Grp LOS	F	A	D	E	A	A	A	F	F	E	C	A
Approach Vol, veh/h		1451			11			1429			1078	
Approach Delay, s/veh		0.0			74.7			357.5			40.7	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	28.9	36.3	7.1		69.3					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.4	2.8	5.1	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	23.2	21.2	2.8		23.6					
Green Ext Time (g_e), s		0.0	0.2	9.4	0.0		4.2					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.35		1.00					
Prob of Max Out (p_x)		1.00	0.02	0.70	0.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
Through Movement Data												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		2157		0			3705					
Right-Turn Movement Data												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		1393		1610			0					
Left Lane Group Data												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) WP MIT - AM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	279	1211	11	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	21.2	0.0	0.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.2	0.0	0.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1435	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.99	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	304	0	22	0	0	0	0
V/C Ratio (X)	0.00	0.92	0.00	0.49	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	57.3	167.4	68.7	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	20.8	0.0	6.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	78.1	167.4	74.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.7	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	11.5	0.0	0.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	2.49	0.00	0.01	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	736	0	0	0	0	799	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	21.6	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	21.6	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1647	0	0
V/C Ratio (X)	1.63	0.00	0.00	0.00	0.00	0.49	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	26.6	0.0	0.0
Incr Delay (d2), s/veh	294.1	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	346.6	0.0	0.0	0.0	0.0	27.6	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	9.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	36.9	0.0	0.0	0.0	0.0	0.2	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

## 5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) WP MIT - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	52.7	0.0	0.0	0.0	0.0	9.6	0.0	0.0
%ile Storage Ratio (RQ%)	2.39	0.00	0.00	0.00	0.00	0.90	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	71.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	693	0	240	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1649	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	19.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	19.2	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.84	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	412	0	351	0	0	0	0	0
V/C Ratio (X)	1.68	0.00	0.68	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	412	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	50.3	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	316.5	0.0	3.9	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	369.0	0.0	54.2	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	14.4	0.0	7.8	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	36.3	0.0	0.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	50.7	0.0	8.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	2.30	0.00	8.14	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	70.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	140.0
HCM 6th LOS	F





















### Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.



HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) WP MIT - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	412	879	6	3	880	481	6	1	3	257	1	414
Future Volume (veh/h)	412	879	6	3	880	481	6	1	3	257	1	414
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	443	945	6	3	946	517	6	1	3	276	1	445
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	464	2112	13	6	1158	517	83	20	24	398	1	857
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
Prop Arrive On Green	0.51	1.00	1.00	0.00	0.32	0.32	0.28	0.28	0.28	0.28	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	44.5	0.7	0.7	118.1	43.9	80.5	35.2	0.0	0.0	50.9	0.0	20.4
Ln Grp LOS	D	A	A	F	D	F	D	A	A	D	A	C
Approach Vol, veh/h		1394			1466			10			722	
Approach Delay, s/veh		14.6			57.0			35.2			32.1	
Approach LOS		B			E			D			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6	7	8			
Case No			8.0	2.0	4.0		7.0	2.0	3.0			
Phs Duration (G+Y+Rc), s			40.0	4.6	75.4		40.0	35.0	45.0			
Change Period (Y+Rc), s			* 5.9	* 4.2	6.5		5.9	* 4.2	6.5			
Max Green (Gmax), s			* 30	* 16	58.5		29.1	* 36	38.5			
Max Allow Headway (MAH), s			6.1	3.8	5.2		4.5	3.8	4.8			
Max Q Clear (g_c+I1), s			29.9	2.2	2.0		29.6	30.0	40.5			
Green Ext Time (g_e), s			0.0	0.0	7.7		0.0	0.8	0.0			
Prob of Phs Call (p_c)			1.00	0.10	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00	0.39	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5	3			1	7				
Mvmt Sat Flow, veh/h			123	1810			1188	1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			71		3677		4		3610			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			83		23		1610		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		0	5	3	0	0	1	7	0			
Lane Assignment			L+T+R	L (Prot)			L+T	L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) WP MIT - AM Peak Hour

Lanes in Grp	0	1	1	0	0	1	1	0
Grp Vol (v), veh/h	0	10	3	0	0	277	443	0
Grp Sat Flow (s), veh/h/ln	0	276	1810	0	0	1193	1810	0
Q Serve Time (g_s), s	0.0	0.2	0.2	0.0	0.0	0.0	28.0	0.0
Cycle Q Clear Time (g_c), s	0.0	27.9	0.2	0.0	0.0	27.6	28.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	959	0	0	0	1435	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	1143	0	0
Perm LT Eff Green (g_p), s	0.0	33.6	0.0	0.0	0.0	33.6	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	6.0	0.0	0.0	0.0	5.7	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.60	1.00	0.00	0.00	1.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	125	6	0	0	394	464	0
V/C Ratio (X)	0.00	0.08	0.52	0.00	0.00	0.70	0.95	0.00
Avail Cap (c_a), veh/h	0	125	238	0	0	394	540	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	0.00	1.00	0.49	0.00
Uniform Delay (d1), s/veh	0.0	34.0	59.7	0.0	0.0	40.9	28.5	0.0
Incr Delay (d2), s/veh	0.0	1.2	58.3	0.0	0.0	10.1	16.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	35.2	118.1	0.0	0.0	50.9	44.5	0.0
1st-Term Q (Q1), veh/ln	0.0	0.2	0.1	0.0	0.0	7.8	9.1	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.0	0.0	1.1	2.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.2	0.0	0.0	8.9	11.1	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.09	0.00	0.00	0.28	2.78	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	1	0	0	0	2
Grp Vol (v), veh/h	0	0	0	464	0	0	0	946
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.9
Lane Grp Cap (c), veh/h	0	0	0	1037	0	0	0	1158
V/C Ratio (X)	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.82
Avail Cap (c_a), veh/h	0	0	0	1037	0	0	0	1158
Upstream Filter (I)	0.00	0.00	0.00	0.49	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	0.0	0.0	0.0	6.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.7	0.0	0.0	0.0	43.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	1.0

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) WP MIT - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	13.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	0.00	0.00	2.17
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment				T+R		R		R
Lanes in Grp	0	0	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	487	0	445	0	517
Grp Sat Flow (s), veh/h/ln	0	0	0	1896	0	1610	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	21.4	0.0	38.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	21.4	0.0	38.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1610.2	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	30.3	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.30	0.00	0.01	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	1089	0	857	0	517
V/C Ratio (X)	0.00	0.00	0.00	0.45	0.00	0.52	0.00	1.00
Avail Cap (c_a), veh/h	0	0	0	1089	0	857	0	517
Upstream Filter (I)	0.00	0.00	0.00	0.49	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	18.1	0.0	40.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.7	0.0	2.2	0.0	39.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.7	0.0	20.4	0.0	80.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	7.8	0.0	15.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.5	0.0	5.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.2	0.0	8.3	0.0	20.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.01	0.00	4.17	0.00	11.51
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary























HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Cumulative (2022) WP MIT - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	34	184	126	13	26	49	1404	192	28	1119	3
Future Volume (veh/h)	2	34	184	126	13	26	49	1404	192	28	1119	3
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	35	192	131	14	27	51	1462	200	29	1166	3
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	14	243	218	160	51	99	66	1957	265	43	2165	966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.14	0.14	0.09	0.09	0.09	0.04	0.61	0.61	0.02	0.60	0.60
Unsig. Movement Delay												
Ln Grp Delay, s/veh	55.5	0.0	72.3	74.6	0.0	62.8	85.9	24.4	25.1	87.0	18.1	11.6
Ln Grp LOS	E	A	E	E	A	E	F	C	C	F	B	B
Approach Vol, veh/h		229			172			1713			1198	
Approach Delay, s/veh		69.6			71.8			26.6			19.8	
Approach LOS		E			E			C			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	4.0	11.0	10.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		7.4	95.3	24.4	17.8	9.3	93.5					
Change Period (Y+Rc), s		4.0	6.5	4.7	5.0	4.0	6.5					
Max Green (Gmax), s		16.0	38.5	35.3	35.0	16.0	38.5					
Max Allow Headway (MAH), s		3.8	5.3	4.2	4.2	3.8	5.2					
Max Q Clear (g_c+I1), s		4.3	50.5	19.0	12.3	6.1	29.7					
Green Ext Time (g_e), s		0.0	0.0	0.7	0.5	0.1	5.2					
Prob of Phs Call (p_c)		0.69	1.00	1.00	1.00	0.87	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		102	1810	1810						
Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3195	1792	580		3610					
Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			432	1610	1119		1610					
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L+T	L	L (Prot)						

# HCM 6th Signalized Intersection Capacity Analysis

## 8: Market St & Via Cerro

Agua Mansa Industrial  
Cumulative (2022) WP MIT - AM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	29	0	37	131	51	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1895	1810	1810	0	0	0
Q Serve Time (g_s), s	2.3	0.0	2.5	10.3	4.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.3	0.0	2.5	10.3	4.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1810	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.05	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	43	0	257	160	66	0	0	0
V/C Ratio (X)	0.67	0.00	0.14	0.82	0.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	200	0	461	437	200	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	70.2	0.0	55.3	64.9	69.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	16.8	0.0	0.3	9.7	16.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	87.0	0.0	55.5	74.6	85.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.1	0.0	1.2	4.8	1.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.4	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.3	0.0	1.2	5.2	2.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	0.59	0.34	0.39	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	818	0	0	0	1166	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	46.6	0.0	0.0	0.0	27.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	46.6	0.0	0.0	0.0	27.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	1106	0	0	0	2165	0	0
V/C Ratio (X)	0.00	0.74	0.00	0.00	0.00	0.54	0.00	0.00
Avail Cap (c_a), veh/h	0	1106	0	0	0	2165	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	19.9	0.0	0.0	0.0	17.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.5	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.4	0.0	0.0	0.0	18.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	19.0	0.0	0.0	0.0	11.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.4	0.0	0.0	0.0	0.3	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

## 8: Market St & Via Cerro

Agua Mansa Industrial  
Cumulative (2022) WP MIT - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	20.4	0.0	0.0	0.0	11.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.14	0.00	0.00	0.00	0.11	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data
























Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	844	192	41	0	3	0	0
Grp Sat Flow (s), veh/h/ln	0	1822	1610	1699	0	1610	0	0
Q Serve Time (g_s), s	0.0	48.5	17.0	3.3	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	48.5	17.0	3.3	0.0	0.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.24	1.00	0.66	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1116	218	151	0	966	0	0
V/C Ratio (X)	0.00	0.76	0.88	0.27	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1116	392	410	0	966	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.3	61.5	61.9	0.0	11.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.8	10.8	1.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.1	72.3	62.8	0.0	11.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	20.0	7.0	1.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.5	0.7	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	21.5	7.6	1.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	1.20	3.66	0.08	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

HCM 6th Signalized Intersection Capacity Analysis  
 9: Market St & Rivera St

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	9	308	0	55	38	1557	278	65	1304	3
Future Volume (veh/h)	0	0	9	308	0	55	38	1557	278	65	1304	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	0	0	9	318	0	57	39	1605	287	67	1344	3
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	0	40	34	442	0	197	857	2150	1156	151	760	2
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
Prop Arrive On Green	0.00	0.00	0.02	0.12	0.00	0.12	0.95	1.00	1.00	0.08	0.21	0.21
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	47.4	40.3	0.0	36.8	1.3	1.6	0.3	41.3	392.7	392.3
Ln Grp LOS	A	A	D	D	A	D	A	A	A	D	F	F
Approach Vol, veh/h		9			375			1931			1414	
Approach Delay, s/veh		47.4			39.7			1.4			375.9	
Approach LOS		D			D			A			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	6	5					
Case No		2.0	3.0	9.0	11.0	4.0	2.0					
Phs Duration (G+Y+Rc), s		11.5	57.6	15.0	5.9	22.5	46.6					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	18.0	18.0	18.0	18.0	18.0					
Max Allow Headway (MAH), s		3.8	5.1	3.8	4.0	5.2	3.8					
Max Q Clear (g_c+I1), s		5.2	2.0	9.6	2.5	20.5	2.1					
Green Ext Time (g_e), s		0.1	11.4	0.9	0.0	0.0	0.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.20	1.00	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.07	0.00	1.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7		5					
Mvmt Sat Flow, veh/h		1810		3619	0		1810					
Through Movement Data												
Assigned Mvmt			2	8	4	6						
Mvmt Sat Flow, veh/h			3610	0	1900	3695						
Right-Turn Movement Data												
Assigned Mvmt			12	18	14	16						
Mvmt Sat Flow, veh/h			1610	1610	1610	8						
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	0	5	0	0			
Lane Assignment		L (Prot)		L			L (Prot)					

HCM 6th Signalized Intersection Capacity Analysis  
 9: Market St & Rivera St

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - AM Peak Hour

Lanes in Grp	1	0	2	0	0	1	0	0
Grp Vol (v), veh/h	67	0	318	0	0	39	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	0	1810	0	0
Q Serve Time (g_s), s	3.2	0.0	7.6	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	3.2	0.0	7.6	0.0	0.0	0.1	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	151	0	442	0	0	857	0	0
V/C Ratio (X)	0.44	0.00	0.72	0.00	0.00	0.05	0.00	0.00
Avail Cap (c_a), veh/h	372	0	744	0	0	857	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.67	0.00	0.00
Uniform Delay (d1), s/veh	39.3	0.0	38.0	0.0	0.0	1.3	0.0	0.0
Incr Delay (d2), s/veh	2.0	0.0	2.2	0.0	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	41.3	0.0	40.3	0.0	0.0	1.3	0.0	0.0
1st-Term Q (Q1), veh/ln	1.4	0.0	3.3	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.5	0.0	3.5	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.25	0.00	0.24	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data

Assigned Mvmt	0	2	8	4	6	0	0	0
Lane Assignment		T		T	T			
Lanes in Grp	0	2	0	1	1	0	0	0
Grp Vol (v), veh/h	0	1605	0	0	656	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	1805	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	18.5	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2150	0	40	371	0	0	0
V/C Ratio (X)	0.00	0.75	0.00	0.00	1.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2150	0	391	371	0	0	0
Upstream Filter (I)	0.00	0.67	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.0	357.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.6	0.0	0.0	392.7	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	7.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	36.8	0.0	0.0	0.0



# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Cumulative (2022) WP MIT - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.0	0.0	44.7	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	3.75	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	71.4	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	18	14	16	0	0	0
Lane Assignment		R	R	R	T+R			
Lanes in Grp	0	1	1	1	1	0	0	0
Grp Vol (v), veh/h	0	287	57	9	691	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1610	1610	1899	0	0	0
Q Serve Time (g_s), s	0.0	0.0	2.9	0.5	18.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	2.9	0.5	18.5	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1156	197	34	390	0	0	0
V/C Ratio (X)	0.00	0.25	0.29	0.26	1.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1156	331	331	390	0	0	0
Upstream Filter (I)	0.00	0.67	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	36.0	43.4	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.8	4.0	356.6	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.3	36.8	47.4	392.3	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.1	0.2	8.3	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	38.7	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	1.2	0.2	47.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.23	0.02	3.94	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	75.1	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.0

### Intersection Summary

HCM 6th Ctrl Delay	147.4
HCM 6th LOS	F

### Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - AM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	102	0	1372	226	500	0	0	1442	178
Future Volume (veh/h)	0	0	0	102	0	1372	226	500	0	0	1442	178
Number				3	8	18	5	2	12	1	6	16
Initial Q, 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		
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				104	0	0	231	510	0	0	1471	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
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				141	0		271	2907	0	0	2166	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.08	0.00	0.00	0.15	0.81	0.00	0.00	0.60	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				47.9	0.0	0.0	45.5	2.1	0.0	0.0	13.1	0.0
Ln Grp LOS				D	A		D	A	A	A	B	
Approach Vol, veh/h					104			741			1471	
Approach Delay, s/veh					47.9			15.6			13.1	
Approach LOS					D			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	8		5	6					
Case No			4.0	11.0		2.0	7.0					
Phs Duration (G+Y+Rc), s			78.0	12.0		18.5	59.5					
Change Period (Y+Rc), s			5.5	5.0		5.0	5.5					
Max Green (Gmax), s			46.5	33.0		19.0	22.5					
Max Allow Headway (MAH), s			5.2	5.3		3.8	5.2					
Max Q Clear (g_c+I1), s			4.9	7.1		13.2	26.8					
Green Ext Time (g_e), s			3.9	0.5		0.3	0.0					
Prob of Phs Call (p_c)			1.00	0.93		1.00	1.00					
Prob of Max Out (p_x)			0.00	0.00		0.24	0.00					
Left-Turn Movement Data												
Assigned Mvmt				3		5	1					
Mvmt Sat Flow, veh/h				1810		1810	0					
Through Movement Data												
Assigned Mvmt			2	8			6					
Mvmt Sat Flow, veh/h			3705	0			3705					
Right-Turn Movement Data												
Assigned Mvmt			12	18			16					
Mvmt Sat Flow, veh/h			0	1610			1610					
Left Lane Group Data												
Assigned Mvmt	0	0	3	0	5	1	0	0				
Lane Assignment			L+T		L (Prot)							

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - AM Peak Hour

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	104	0	231	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	5.1	0.0	11.2	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	5.1	0.0	11.2	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	54.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	141	0	271	0	0	0
V/C Ratio (X)	0.00	0.00	0.74	0.00	0.85	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	663	0	382	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.63	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	40.6	0.0	37.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.3	0.0	8.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	47.9	0.0	45.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	2.2	0.0	4.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	0.6	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.5	0.0	5.5	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.11	0.00	0.91	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	510	0	0	0	1471	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	2.9	0.0	0.0	0.0	24.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.9	0.0	0.0	0.0	24.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	2907	0	0	0	2166	0	0
V/C Ratio (X)	0.00	0.18	0.00	0.00	0.00	0.68	0.00	0.00
Avail Cap (c_a), veh/h	0	2907	0	0	0	2166	0	0
Upstream Filter (I)	0.00	0.63	0.00	0.00	0.00	0.53	0.00	0.00
Uniform Delay (d1), s/veh	0.0	2.0	0.0	0.0	0.0	12.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.9	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
Control Delay (d), s/veh	0.0	2.1	0.0	0.0	0.0	13.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	0.0	0.0	8.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	0.0	0.0	9.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.69	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	126	0	0	966	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	590	0	0	966	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary




















HCM 6th Ctrl Delay	15.4
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	130	0	799	0	0	0	0	596	152	960	587	0
Future Volume (veh/h)	130	0	799	0	0	0	0	596	152	960	587	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	141	0	868				0	648	0	1043	638	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	372	0	598				0	1143		543	2427	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.33	0.33	1.00
Prop Arrive On Green	0.21	0.00	0.21				0.00	0.32	0.00	0.10	0.22	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	31.2	0.0	247.6				0.0	27.6	0.0	459.2	16.8	0.0
Ln Grp LOS	C	A	F				A	C		F	B	A
Approach Vol, veh/h		1009						648			1681	
Approach Delay, s/veh		217.4						27.6			291.3	
Approach LOS		F						C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		32.0	34.0		24.0		66.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	28.5		19.0		60.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		29.0	15.5		21.0		15.1					
Green Ext Time (g_e), s		0.0	3.6		0.0		5.1					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - AM Peak Hour

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	1043	0	0	141	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	27.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	27.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	28.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	543	0	0	372	0	0	0	0
V/C Ratio (X)	1.92	0.00	0.00	0.38	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	543	0	0	372	0	0	0	0
Upstream Filter (I)	0.60	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	40.5	0.0	0.0	30.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	418.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	459.2	0.0	0.0	31.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	13.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	63.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	76.1	0.0	0.0	2.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	15.23	0.00	0.00	0.14	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	125.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	648	0	0	0	638	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	13.5	0.0	0.0	0.0	13.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.5	0.0	0.0	0.0	13.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1143	0	0	0	2427	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.00	0.00	0.26	0.00	0.00
Avail Cap (c_a), veh/h	0	1143	0	0	0	2427	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.60	0.00	0.00
Uniform Delay (d1), s/veh	0.0	25.6	0.0	0.0	0.0	16.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.0	0.0	0.2	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
Control Delay (d), s/veh	0.0	27.6	0.0	0.0	0.0	16.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.6	0.0	0.0	0.0	6.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.9	0.0	0.0	0.0	6.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.40	0.00	0.00	0.00	0.40	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	868	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	19.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	598	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	1.45	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	598	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	35.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	212.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	247.6	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	6.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	17.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	24.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	1.74	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	67.4	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0

Intersection Summary























HCM 6th Ctrl Delay	217.8
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Cumulative (2022) WP MIT - AM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	224	220	152	151	480	130	241	791	59	101	1147	325
Future Volume (veh/h)	224	220	152	151	480	130	241	791	59	101	1147	325
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	241	237	163	162	516	140	259	851	63	109	1233	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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	223	441	374	204	623	168	253	1414	105	146	1283	572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.12	0.23	0.23	0.11	0.22	0.22	0.14	0.41	0.40	0.08	0.36	0.36
Unsig. Movement Delay												
Ln Grp Delay, s/veh	128.0	35.0	33.6	53.3	47.2	48.1	105.4	26.4	26.4	56.6	49.0	31.3
Ln Grp LOS	F	C	C	D	D	D	F	C	C	E	D	C
Approach Vol, veh/h		641			818			1173			1691	
Approach Delay, s/veh		69.6			48.8			43.8			45.8	
Approach LOS		E			D			D			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		12.1	45.5	15.3	27.2	18.0	39.5	16.3	26.2			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		9.8	34.9	15.2	22.1	13.5	31.2	11.8	25.5			
Max Allow Headway (MAH), s		3.8	5.3	3.8	4.8	3.8	5.0	3.8	5.3			
Max Q Clear (g_c+I1), s		7.9	21.5	10.7	12.9	16.0	35.4	14.3	19.6			
Green Ext Time (g_e), s		0.0	4.9	0.2	1.3	0.0	0.0	0.0	2.0			
Prob of Phs Call (p_c)		0.95	1.00	0.99	1.00	1.00	1.00	1.00	1.00			
Prob of Max Out (p_x)		1.00	0.00	0.56	0.20	1.00	0.00	1.00	0.90			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3407		1900		3610		2810			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			252		1610		1610		759			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				



HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - AM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	109	0	162	0	259	0	241	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	5.9	0.0	8.7	0.0	14.0	0.0	12.3	0.0
Cycle Q Clear Time (g_c), s	5.9	0.0	8.7	0.0	14.0	0.0	12.3	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	146	0	204	0	253	0	223	0
V/C Ratio (X)	0.75	0.00	0.79	0.00	1.02	0.00	1.08	0.00
Avail Cap (c_a), veh/h	186	0	284	0	253	0	223	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	45.0	0.0	43.2	0.0	43.0	0.0	43.8	0.0
Incr Delay (d2), s/veh	11.6	0.0	10.1	0.0	62.4	0.0	84.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	56.6	0.0	53.3	0.0	105.4	0.0	128.0	0.0
1st-Term Q (Q1), veh/ln	2.6	0.0	3.9	0.0	6.2	0.0	5.4	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.6	0.0	4.4	0.0	5.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	3.1	0.0	4.4	0.0	10.6	0.0	10.6	0.0
%ile Storage Ratio (RQ%)	0.30	0.00	0.25	0.00	1.06	0.00	2.05	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	1.4	0.0	4.6	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.3	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	451	0	237	0	1233	0	331
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1805
Q Serve Time (g_s), s	0.0	19.5	0.0	10.9	0.0	33.4	0.0	17.5
Cycle Q Clear Time (g_c), s	0.0	19.5	0.0	10.9	0.0	33.4	0.0	17.5
Lane Grp Cap (c), veh/h	0	749	0	441	0	1283	0	400
V/C Ratio (X)	0.00	0.60	0.00	0.54	0.00	0.96	0.00	0.83
Avail Cap (c_a), veh/h	0	749	0	441	0	1283	0	469
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.8	0.0	33.7	0.0	31.6	0.0	37.1
Incr Delay (d2), s/veh	0.0	3.6	0.0	1.3	0.0	17.4	0.0	10.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.4	0.0	35.0	0.0	49.0	0.0	47.2
1st-Term Q (Q1), veh/ln	0.0	8.0	0.0	5.0	0.0	14.1	0.0	7.6
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.2	0.0	3.1	0.0	1.1

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - AM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.8	0.0	5.2	0.0	17.2	0.0	8.7
%ile Storage Ratio (RQ%)	0.00	0.34	0.00	0.23	0.00	1.03	0.00	0.49
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	463	0	163	0	349	0	325
Grp Sat Flow (s), veh/h/ln	0	1855	0	1610	0	1610	0	1763
Q Serve Time (g_s), s	0.0	19.5	0.0	8.7	0.0	17.8	0.0	17.6
Cycle Q Clear Time (g_c), s	0.0	19.5	0.0	8.7	0.0	17.8	0.0	17.6
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.14	0.00	1.00	0.00	1.00	0.00	0.43
Lane Grp Cap (c), veh/h	0	769	0	374	0	572	0	391
V/C Ratio (X)	0.00	0.60	0.00	0.44	0.00	0.61	0.00	0.83
Avail Cap (c_a), veh/h	0	769	0	374	0	572	0	458
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.9	0.0	32.8	0.0	26.5	0.0	37.1
Incr Delay (d2), s/veh	0.0	3.5	0.0	0.8	0.0	4.8	0.0	10.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.4	0.0	33.6	0.0	31.3	0.0	48.1
1st-Term Q (Q1), veh/ln	0.0	8.3	0.0	3.3	0.0	6.7	0.0	7.5
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.1	0.0	0.8	0.0	1.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.0	0.0	3.4	0.0	7.4	0.0	8.7
%ile Storage Ratio (RQ%)	0.00	0.34	0.00	0.16	0.00	0.93	0.00	0.49
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	49.4
HCM 6th LOS	D

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	83	212	192	542	265	630	236	682	580	836	1143	92
Future Volume (veh/h)	83	212	192	542	265	630	236	682	580	836	1143	92
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	88	226	204	577	282	0	251	726	617	889	1216	98
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	151	238	195	600	412		271	2920	1584	934	3339	1489
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.13	0.12	0.11	0.15	0.00	0.15	0.81	0.81	0.27	0.93	0.93
Unsig. Movement Delay												
Ln Grp Delay, s/veh	58.6	97.1	130.6	72.6	50.2	0.0	85.6	2.9	0.7	62.1	0.8	0.4
Ln Grp LOS	E	F	F	E	D		F	A	A	E	A	A
Approach Vol, veh/h		518			859			1594			2203	
Approach Delay, s/veh		103.8			65.3			15.1			25.5	
Approach LOS		F			E			B			C	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0			
Phs Duration (G+Y+Rc), s		36.9	106.1	15.0	32.0	23.0	120.0	26.0	21.0			
Change Period (Y+Rc), s		5.0	7.0	5.0	6.0	5.0	* 7	5.0	* 6			
Max Green (Gmax), s		32.0	30.0	10.0	25.0	18.0	* 45	21.0	* 15			
Max Allow Headway (MAH), s		3.8	4.7	3.8	5.2	3.8	5.2	3.8	4.7			
Max Q Clear (g_c+I1), s		31.9	7.8	7.6	18.9	18.4	6.6	21.6	16.5			
Green Ext Time (g_e), s		0.1	8.1	0.0	0.8	0.0	12.5	0.0	0.0			
Prob of Phs Call (p_c)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prob of Max Out (p_x)		1.00	0.00	1.00	0.71	1.00	0.00	1.00	1.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		3510		1810		1810		3510				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3610		1900		3610		1900			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			1610		1610		1610		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - PM Peak Hour

Lanes in Grp	2	0	1	0	1	0	2	0
Grp Vol (v), veh/h	889	0	88	0	251	0	577	0
Grp Sat Flow (s), veh/h/ln	1755	0	1810	0	1810	0	1755	0
Q Serve Time (g_s), s	29.9	0.0	5.6	0.0	16.4	0.0	19.6	0.0
Cycle Q Clear Time (g_c), s	29.9	0.0	5.6	0.0	16.4	0.0	19.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	934	0	151	0	271	0	600	0
V/C Ratio (X)	0.95	0.00	0.58	0.00	0.92	0.00	0.96	0.00
Avail Cap (c_a), veh/h	936	0	151	0	271	0	600	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	0.60	0.00
Uniform Delay (d1), s/veh	43.3	0.0	53.0	0.0	50.3	0.0	52.7	0.0
Incr Delay (d2), s/veh	18.8	0.0	5.6	0.0	35.2	0.0	19.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	62.1	0.0	58.6	0.0	85.6	0.0	72.6	0.0
1st-Term Q (Q1), veh/ln	12.8	0.0	2.6	0.0	7.4	0.0	8.9	0.0
2nd-Term Q (Q2), veh/ln	2.4	0.0	0.2	0.0	2.7	0.0	1.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	15.3	0.0	2.8	0.0	10.1	0.0	10.6	0.0
%ile Storage Ratio (RQ%)	1.91	0.00	0.63	0.00	2.80	0.00	1.32	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	2	0	1	0	2	0	1
Grp Vol (v), veh/h	0	726	0	282	0	1216	0	226
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1900
Q Serve Time (g_s), s	0.0	5.8	0.0	16.9	0.0	4.6	0.0	14.2
Cycle Q Clear Time (g_c), s	0.0	5.8	0.0	16.9	0.0	4.6	0.0	14.2
Lane Grp Cap (c), veh/h	0	2920	0	412	0	3339	0	238
V/C Ratio (X)	0.00	0.25	0.00	0.69	0.00	0.36	0.00	0.95
Avail Cap (c_a), veh/h	0	2920	0	412	0	3339	0	238
Upstream Filter (I)	0.00	1.00	0.00	0.60	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	2.7	0.0	47.4	0.0	0.5	0.0	52.1
Incr Delay (d2), s/veh	0.0	0.2	0.0	2.8	0.0	0.3	0.0	44.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	2.9	0.0	50.2	0.0	0.8	0.0	97.1
1st-Term Q (Q1), veh/ln	0.0	1.6	0.0	8.3	0.0	0.0	0.0	6.7
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.3	0.0	0.1	0.0	3.0

HCM 6th Signalized Intersection Capacity Analysis  
 1: Rubidoux Blvd & 20th St/Market St

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.7	0.0	8.6	0.0	0.1	0.0	9.7
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.51	0.00	0.00	0.00	0.47
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		R		R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	617	0	0	0	98	0	204
Grp Sat Flow (s), veh/h/ln	0	1610	0	1610	0	1610	0	1610
Q Serve Time (g_s), s	0.0	1.2	0.0	0.0	0.0	0.6	0.0	14.5
Cycle Q Clear Time (g_c), s	0.0	1.2	0.0	0.0	0.0	0.6	0.0	14.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	21.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	1584	0	349	0	1489	0	195
V/C Ratio (X)	0.00	0.39	0.00	0.00	0.00	0.07	0.00	1.05
Avail Cap (c_a), veh/h	0	1584	0	349	0	1489	0	195
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.4	0.0	52.8
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.1	0.0	77.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.7	0.0	0.0	0.0	0.4	0.0	130.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	4.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	0.0	0.0	0.0	0.0	10.1
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.00	0.00	2.28
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary




















HCM 6th Ctrl Delay	36.7
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.  
 Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Cumulative (2022) WP MIT - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	0	181	545	110	188	67	1572	0	0	2111	22
Future Volume (veh/h)	32	0	181	545	110	188	67	1572	0	0	2111	22
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h	33	0	189	568	115	196	70	1638	0	0	2199	23
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
Opposing Right Turn Influence	Yes			Yes			Yes			No		
Cap, veh/h	702	0	787	499	84	143	103	1269	0	0	1286	13
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.49	0.00	0.49	0.48	0.49	0.49	0.35	0.35	0.00	0.00	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.4	0.0	10.4	134.8	0.0	0.0	65.7	159.7	0.0	0.0	341.3	344.0
Ln Grp LOS	A	A	B	F	A	A	E	F	A	A	F	F
Approach Vol, veh/h		222			879			1708			2222	
Approach Delay, s/veh		10.3			134.8			155.9			342.7	
Approach LOS		B			F			F			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2		4		6		8			
Case No			6.0		8.0		8.0		7.0			
Phs Duration (G+Y+Rc), s			30.0		40.0		30.0		40.0			
Change Period (Y+Rc), s			5.4		5.8		5.4		5.8			
Max Green (Gmax), s			24.6		34.2		24.6		34.2			
Max Allow Headway (MAH), s			6.3		4.6		5.7		3.3			
Max Q Clear (g_c+I1), s			26.6		35.7		26.6		6.8			
Green Ext Time (g_e), s			0.0		0.0		0.0		0.5			
Prob of Phs Call (p_c)			1.00		1.00		1.00		1.00			
Prob of Max Out (p_x)			1.00		1.00		1.00		0.00			
Left-Turn Movement Data												
Assigned Mvmt			5		7		1		3			
Mvmt Sat Flow, veh/h			176		848		0		1226			
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3705		172		3755		0			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			0		293		38		1610			
Left Lane Group Data												
Assigned Mvmt	0	5	0	7	0	1	0	3				
Lane Assignment		L		L+T+R				L+T				

### HCM 6th Signalized Intersection Capacity Analysis 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
Cumulative (2022) WP MIT - PM Peak Hour

Lanes in Grp	0	1	0	1	0	0	0	1
Grp Vol (v), veh/h	0	70	0	879	0	0	0	33
Grp Sat Flow (s), veh/h/ln	0	176	0	1312	0	0	0	1226
Q Serve Time (g_s), s	0.0	0.0	0.0	32.7	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.6	0.0	33.7	0.0	0.0	0.0	1.0
Perm LT Sat Flow (s_l), veh/h/ln	0	176	0	1213	0	0	0	1085
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	1228
Perm LT Eff Green (g_p), s	0.0	24.6	0.0	33.7	0.0	0.0	0.0	34.2
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	32.7	0.0	0.0	0.0	0.5
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	32.7	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.00	0.65	0.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	103	0	716	0	0	0	702
V/C Ratio (X)	0.00	0.68	0.00	1.23	0.00	0.00	0.00	0.05
Avail Cap (c_a), veh/h	0	103	0	716	0	0	0	702
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	35.0	0.0	20.4	0.0	0.0	0.0	9.4
Incr Delay (d2), s/veh	0.0	30.7	0.0	114.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	65.7	0.0	134.8	0.0	0.0	0.0	9.4
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	11.6	0.0	0.0	0.0	0.2
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	22.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.0	0.0	34.3	0.0	0.0	0.0	0.2
%ile Storage Ratio (RQ%)	0.00	0.64	0.00	1.52	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	40.7	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

#### Middle Lane Group Data

Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	1638	0	0	0	1083	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	24.6	0.0	0.0	0.0	24.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.6	0.0	0.0	0.0	24.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1269	0	0	0	634	0	0
V/C Ratio (X)	0.00	1.29	0.00	0.00	0.00	1.71	0.00	0.00
Avail Cap (c_a), veh/h	0	1269	0	0	0	634	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.09	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.7	0.0	0.0	0.0	22.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	137.0	0.0	0.0	0.0	318.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	159.7	0.0	0.0	0.0	341.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.5	0.0	0.0	0.0	9.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	24.1	0.0	0.0	0.0	56.1	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 3: Rubidoux Blvd & 30th St/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	33.6	0.0	0.0	0.0	65.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	6.09	0.00	0.00	0.00	1.09	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	92.3	0.0	0.0	0.0	112.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.4	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						T+R		R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	1139	0	189
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1893	0	1610
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	4.8
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	24.6	0.0	4.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.22	0.00	0.02	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	665	0	787
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	1.71	0.00	0.24
Avail Cap (c_a), veh/h	0	0	0	0	0	665	0	787
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.09	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	22.7	0.0	10.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	321.3	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	344.0	0.0	10.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	10.0	0.0	1.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	59.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	69.3	0.0	1.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	1.16	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	118.5	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

Intersection Summary

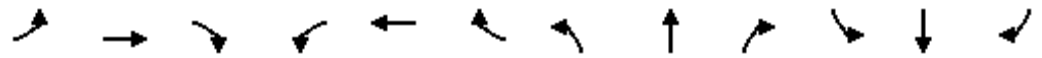
HCM 6th Ctrl Delay	228.3
HCM 6th LOS	F



# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) WP MIT - PM Peak Hour



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗	↖		↗		↕↔		↖	↕↕	
Traffic Volume (veh/h)	1088	42	416	15	0	3	0	780	295	325	1165	0
Future Volume (veh/h)	1088	42	416	15	0	3	0	780	295	325	1165	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	0	1900	0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	1133	44	433	16	0	3	0	812	307	339	1214	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			No			Yes		
Cap, veh/h	0	0	403	30	0	0	0	641	242	361	1763	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
Prop Arrive On Green	0.25	0.25	0.25	0.02	0.00	0.00	0.00	0.25	0.25	0.20	0.49	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	153.8	0.0	119.1	73.7	0.0	0.0	0.0	189.0	190.8	83.7	29.8	0.0
Ln Grp LOS	F	A	F	E	A	A	A	F	F	F	C	A
Approach Vol, veh/h		1610			16			1119			1553	
Approach Delay, s/veh		0.0			73.7			189.9			41.6	
Approach LOS		A			E			F			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	4	3		6					
Case No		8.0	2.0	7.4	2.0		4.0					
Phs Duration (G+Y+Rc), s		40.4	33.4	40.8	7.7		73.8					
Change Period (Y+Rc), s		* 5.4	5.4	5.8	5.4		5.4					
Max Green (Gmax), s		* 35	30.0	35.0	18.3		70.1					
Max Allow Headway (MAH), s		4.3	2.8	5.0	2.8		4.2					
Max Q Clear (g_c+I1), s		37.0	27.8	37.0	3.2		38.3					
Green Ext Time (g_e), s		0.0	0.1	0.0	0.0		7.2					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.46		1.00					
Prob of Max Out (p_x)		1.00	1.00	1.00	0.00		0.02					
<b>Left-Turn Movement Data</b>												
Assigned Mvmt		5	1	7	3							
Mvmt Sat Flow, veh/h		0	1810	0	1810							
<b>Through Movement Data</b>												
Assigned Mvmt		2		4			6					
Mvmt Sat Flow, veh/h		2658		0			3705					
<b>Right-Turn Movement Data</b>												
Assigned Mvmt		12		14			16					
Mvmt Sat Flow, veh/h		968		1610			0					
<b>Left Lane Group Data</b>												
Assigned Mvmt		5	1	7	3	0	0	0	0			
Lane Assignment			L (Prot)	L+T	L (Prot)							

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) WP MIT - PM Peak Hour

Lanes in Grp	0	1	1	1	0	0	0	0
Grp Vol (v), veh/h	0	339	1177	16	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1810	0	1810	0	0	0	0
Q Serve Time (g_s), s	0.0	25.8	0.0	1.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.8	0.0	1.2	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1436	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	-0.5	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	35.0	0.0	-0.1	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	0.96	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	361	0	30	0	0	0	0
V/C Ratio (X)	0.00	0.94	0.00	0.53	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	388	0	237	0	0	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	55.2	153.8	68.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	28.6	0.0	5.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	83.7	153.8	73.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.8	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.9	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	14.6	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	3.18	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	2	0	4	0	0	6	0	0
Lane Assignment	T					T		
Lanes in Grp	1	0	0	0	0	2	0	0
Grp Vol (v), veh/h	571	0	0	0	0	1214	0	0
Grp Sat Flow (s), veh/h/ln	1805	0	0	0	0	1805	0	0
Q Serve Time (g_s), s	35.0	0.0	0.0	0.0	0.0	36.3	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	0.0	0.0	0.0	36.3	0.0	0.0
Lane Grp Cap (c), veh/h	451	0	0	0	0	1763	0	0
V/C Ratio (X)	1.27	0.00	0.00	0.00	0.00	0.69	0.00	0.00
Avail Cap (c_a), veh/h	451	0	0	0	0	1808	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	0.0	0.0	0.0	27.6	0.0	0.0
Incr Delay (d2), s/veh	136.5	0.0	0.0	0.0	0.0	2.2	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
Control Delay (d), s/veh	189.0	0.0	0.0	0.0	0.0	29.8	0.0	0.0
1st-Term Q (Q1), veh/ln	15.8	0.0	0.0	0.0	0.0	15.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	17.1	0.0	0.0	0.0	0.0	0.5	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

Agua Mansa Industrial

5: Rubidoux Blvd & SR-60 EB Off-Ramp/SR-60 EB On-Ramp/Frontage Rd (2022) WP MIT - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	32.9	0.0	0.0	0.0	0.0	16.1	0.0	0.0
%ile Storage Ratio (RQ%)	1.50	0.00	0.00	0.00	0.00	1.51	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	30.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

## Right Lane Group Data

Assigned Mvmt	12	0	14	0	0	16	0	0
Lane Assignment	T+R		R					
Lanes in Grp	1	0	1	0	0	0	0	0
Grp Vol (v), veh/h	548	0	433	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1726	0	1610	0	0	0	0	0
Q Serve Time (g_s), s	35.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	35.0	0.0	35.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.56	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	431	0	403	0	0	0	0	0
V/C Ratio (X)	1.27	0.00	1.08	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	431	0	403	0	0	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	52.5	0.0	52.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	138.3	0.0	66.6	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	190.8	0.0	119.1	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	15.1	0.0	14.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	16.6	0.0	7.4	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	31.7	0.0	21.5	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.44	0.00	21.54	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	29.0	0.0	7.6	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0

## Intersection Summary

HCM 6th Ctrl Delay	64.7
HCM 6th LOS	E

## Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Capacity Analysis

## 6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) WP MIT - PM Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	599	1029	0	0	925	337	0	2	1	436	1	513
Future Volume (veh/h)	599	1029	0	0	925	337	0	2	1	436	1	513
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	624	1072	0	0	964	351	0	2	1	454	1	534
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	540	2362	0	2	1158	517	0	527	263	682	1	1177
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
Prop Arrive On Green	0.60	1.00	0.00	0.00	0.32	0.32	0.00	0.44	0.44	0.44	0.44	0.44
Unsig. Movement Delay												
Ln Grp Delay, s/veh	102.3	0.2	0.0	0.0	44.8	42.4	0.0	0.0	18.9	33.6	0.0	7.8
Ln Grp LOS	F	A	A	A	D	D	A	A	B	C	A	A
Approach Vol, veh/h		1696			1315			3			989	
Approach Delay, s/veh		37.8			44.2			18.9			19.7	
Approach LOS		D			D			B			B	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	3	4		6	7	8			
Case No			8.0	2.0	4.0		7.0	2.0	3.0			
Phs Duration (G+Y+Rc), s			59.5	0.0	85.0		59.5	40.0	45.0			
Change Period (Y+Rc), s			* 5.9	* 4.2	6.5		5.9	* 4.2	6.5			
Max Green (Gmax), s			* 30	* 16	58.5		29.1	* 36	38.5			
Max Allow Headway (MAH), s			5.3	0.0	5.2		4.6	3.8	4.9			
Max Q Clear (g_c+I1), s			2.1	0.0	2.0		34.5	37.8	31.7			
Green Ext Time (g_e), s			0.0	0.0	10.5		0.0	0.0	4.2			
Prob of Phs Call (p_c)			1.00	0.00	1.00		1.00	1.00	1.00			
Prob of Max Out (p_x)			0.00	0.00	0.00		0.00	1.00	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			5	3			1	7				
Mvmt Sat Flow, veh/h			0	1810			1411	1810				
<b>Through Movement Data</b>												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			1195		3705		3		3610			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			597		0		1610		1610			
<b>Left Lane Group Data</b>												
Assigned Mvmt	0	5	3	0	0	1	7	0				
Lane Assignment			L (Prot)			L+T	L (Prot)					

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) WP MIT - PM Peak Hour

Lanes in Grp	0	0	1	0	0	1	1	0
Grp Vol (v), veh/h	0	0	0	0	0	455	624	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	0	1415	1810	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	31.7	35.8	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	32.5	35.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	1436	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	52.4	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	51.6	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	31.7	0.0	0.0
Time to First Blk (g_f), s	0.0	52.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	0	2	0	0	678	540	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.67	1.16	0.00
Avail Cap (c_a), veh/h	0	0	238	0	0	678	540	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.36	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	28.4	24.2	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	5.2	78.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	33.6	102.3	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	10.8	10.3	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	1.0	11.7	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	11.8	22.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.38	5.49	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	21.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T				T
Lanes in Grp	0	0	0	2	0	0	0	2
Grp Vol (v), veh/h	0	0	0	1072	0	0	0	964
Grp Sat Flow (s), veh/h/ln	0	0	0	1805	0	0	0	1805
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.7
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.7
Lane Grp Cap (c), veh/h	0	0	0	2362	0	0	0	1158
V/C Ratio (X)	0.00	0.00	0.00	0.45	0.00	0.00	0.00	0.83
Avail Cap (c_a), veh/h	0	0	0	2362	0	0	0	1158
Upstream Filter (I)	0.00	0.00	0.00	0.36	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	7.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	44.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	1.1

HCM 6th Signalized Intersection Capacity Analysis  
6: Agua Mansa Rd & Market St

Agua Mansa Industrial  
Cumulative (2022) WP MIT - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	14.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.23
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment	T+R			R			R	
Lanes in Grp	0	1	0	0	0	1	0	1
Grp Vol (v), veh/h	0	3	0	0	0	534	0	351
Grp Sat Flow (s), veh/h/ln	0	1792	0	0	0	1610	0	1610
Q Serve Time (g_s), s	0.0	0.1	0.0	0.0	0.0	16.0	0.0	22.7
Cycle Q Clear Time (g_c), s	0.0	0.1	0.0	0.0	0.0	16.0	0.0	22.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	1610.2	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	35.3	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.33	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	790	0	0	0	1177	0	517
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.68
Avail Cap (c_a), veh/h	0	790	0	0	0	1177	0	517
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.8	0.0	0.0	0.0	6.5	0.0	35.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.3	0.0	7.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.9	0.0	0.0	0.0	7.8	0.0	42.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	4.9	0.0	8.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	1.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	5.3	0.0	9.9
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	2.63	0.00	5.48
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary























HCM 6th Ctrl Delay	35.4
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Capacity Analysis  
8: Market St & Via Cerro

Agua Mansa Industrial  
Cumulative (2022) WP MIT - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	14	235	270	34	27	57	1233	75	12	1451	2
Future Volume (veh/h)	3	14	235	270	34	27	57	1233	75	12	1451	2
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	3	14	242	278	35	28	59	1271	77	12	1496	2
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	55	258	267	309	167	133	76	1767	107	24	1740	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.16	0.17	0.17	0.17	0.17	0.17	0.04	0.51	0.51	0.01	0.48	0.48
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.0	0.0	77.4	75.5	0.0	52.2	83.9	32.2	32.2	86.4	39.1	19.5
Ln Grp LOS	D	A	E	E	A	D	F	C	C	F	D	B
Approach Vol, veh/h		259			341			1407			1510	
Approach Delay, s/veh		75.7			71.2			34.4			39.4	
Approach LOS		E			E			C			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	5	6					
Case No		2.0	4.0	11.0	10.0	2.0	3.0					
Phs Duration (G+Y+Rc), s		5.9	80.6	28.8	29.7	10.1	76.4					
Change Period (Y+Rc), s		4.0	6.5	4.7	5.0	4.0	6.5					
Max Green (Gmax), s		16.0	38.5	35.3	35.0	16.0	38.5					
Max Allow Headway (MAH), s		3.8	5.3	4.1	4.1	3.8	5.2					
Max Q Clear (g_c+I1), s		3.0	43.3	23.4	23.8	6.7	55.2					
Green Ext Time (g_e), s		0.0	0.0	0.7	0.9	0.1	0.0					
Prob of Phs Call (p_c)		0.38	1.00	1.00	1.00	0.91	1.00					
Prob of Max Out (p_x)		0.00	0.00	0.01	0.03	0.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1810		332	1810	1810						
Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3458	1551	977		3610					
Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			209	1610	782		1610					
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L+T	L	L (Prot)						

# HCM 6th Signalized Intersection Capacity Analysis

## 8: Market St & Via Cerro

Agua Mansa Industrial  
Cumulative (2022) WP MIT - PM Peak Hour

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	12	0	17	278	59	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1883	1810	1810	0	0	0
Q Serve Time (g_s), s	1.0	0.0	1.1	21.8	4.7	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	1.1	21.8	4.7	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1810	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.18	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	24	0	313	309	76	0	0	0
V/C Ratio (X)	0.50	0.00	0.05	0.90	0.77	0.00	0.00	0.00
Avail Cap (c_a), veh/h	200	0	459	437	200	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	71.1	0.0	50.9	58.9	68.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	15.3	0.0	0.1	16.6	15.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	86.4	0.0	51.0	75.5	83.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.5	10.0	2.2	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	1.4	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.5	11.4	2.5	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.07	0.00	0.26	0.75	0.45	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	2	0	0
Grp Vol (v), veh/h	0	662	0	0	0	1496	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	41.1	0.0	0.0	0.0	53.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	41.1	0.0	0.0	0.0	53.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	922	0	0	0	1740	0	0
V/C Ratio (X)	0.00	0.72	0.00	0.00	0.00	0.86	0.00	0.00
Avail Cap (c_a), veh/h	0	922	0	0	0	1740	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	27.4	0.0	0.0	0.0	33.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.8	0.0	0.0	0.0	5.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.2	0.0	0.0	0.0	39.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	17.6	0.0	0.0	0.0	23.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	0.0	0.0	1.4	0.0	0.0



# HCM 6th Signalized Intersection Capacity Analysis

## 8: Market St & Via Cerro

Agua Mansa Industrial  
Cumulative (2022) WP MIT - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	18.8	0.0	0.0	0.0	24.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.96	0.00	0.00	0.00	0.23	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	686	242	63	0	2	0	0
Grp Sat Flow (s), veh/h/ln	0	1862	1610	1759	0	1610	0	0
Q Serve Time (g_s), s	0.0	41.3	21.4	4.5	0.0	0.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	41.3	21.4	4.5	0.0	0.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.11	1.00	0.44	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	951	267	300	0	776	0	0
V/C Ratio (X)	0.00	0.72	0.91	0.21	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	951	392	425	0	776	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	27.5	59.3	51.8	0.0	19.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.7	18.1	0.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.2	77.4	52.2	0.0	19.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	18.3	8.7	2.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.2	1.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	19.5	10.1	2.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.99	4.85	0.11	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
























### Intersection Summary

HCM 6th Ctrl Delay	43.1
HCM 6th LOS	D

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Cumulative (2022) WP MIT - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	17	90	272	1	58	10	1248	262	108	1741	1
Future Volume (veh/h)	2	17	90	272	1	58	10	1248	262	108	1741	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	2	18	97	293	0	62	11	1342	282	116	1872	1
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	0	0	0
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	15	136	129	382	0	170	501	2153	1130	154	1496	1
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.07	0.08	0.08	0.11	0.00	0.11	0.28	0.60	0.60	0.08	0.40	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	51.8	0.0	62.6	56.1	0.0	51.2	31.6	16.8	6.9	61.0	159.8	159.4
Ln Grp LOS	D	A	E	E	A	D	C	B	A	E	F	F
Approach Vol, veh/h		117			355			1635			1989	
Approach Delay, s/veh		60.8			55.2			15.2			153.8	
Approach LOS		E			E			B			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	8	4	6	5					
Case No		2.0	3.0	9.0	11.0	4.0	2.0					
Phs Duration (G+Y+Rc), s		14.2	75.6	16.7	13.6	52.5	37.2					
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5					
Max Green (Gmax), s		18.0	48.0	18.0	18.0	48.0	18.0					
Max Allow Headway (MAH), s		3.8	5.0	3.8	4.2	5.2	3.8					
Max Q Clear (g_c+I1), s		9.5	30.7	11.5	9.1	50.5	2.5					
Green Ext Time (g_e), s		0.2	10.3	0.7	0.2	0.0	0.0					
Prob of Phs Call (p_c)		1.00	1.00	1.00	0.98	1.00	1.00					
Prob of Max Out (p_x)		0.01	0.00	0.20	0.02	1.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt		1		3	7		5					
Mvmt Sat Flow, veh/h		1810		3619	189		1810					
Through Movement Data												
Assigned Mvmt			2	8	4	6						
Mvmt Sat Flow, veh/h			3610	0	1701	3703						
Right-Turn Movement Data												
Assigned Mvmt			12	18	14	16						
Mvmt Sat Flow, veh/h			1610	1610	1610	2						
Left Lane Group Data												
Assigned Mvmt		1	0	3	7	0	5	0	0			
Lane Assignment		L (Prot)		L	L+T		L (Prot)					

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Cumulative (2022) WP MIT - PM Peak Hour

Lanes in Grp	1	0	2	1	0	1	0	0
Grp Vol (v), veh/h	116	0	293	20	0	11	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	1891	0	1810	0	0
Q Serve Time (g_s), s	7.5	0.0	9.5	1.2	0.0	0.5	0.0	0.0
Cycle Q Clear Time (g_c), s	7.5	0.0	9.5	1.2	0.0	0.5	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1810	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.10	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	154	0	382	151	0	501	0	0
V/C Ratio (X)	0.76	0.00	0.77	0.13	0.00	0.02	0.00	0.00
Avail Cap (c_a), veh/h	279	0	558	291	0	501	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	0.00	0.88	0.00	0.00
Uniform Delay (d1), s/veh	53.7	0.0	52.2	51.4	0.0	31.5	0.0	0.0
Incr Delay (d2), s/veh	7.3	0.0	3.8	0.4	0.0	0.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	61.0	0.0	56.1	51.8	0.0	31.6	0.0	0.0
1st-Term Q (Q1), veh/ln	3.4	0.0	4.3	0.6	0.0	0.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.2	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.7	0.0	4.5	0.6	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.62	0.00	0.31	0.05	0.00	0.05	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	4	6	0	0	0
Lane Assignment		T			T			
Lanes in Grp	0	2	0	0	1	0	0	0
Grp Vol (v), veh/h	0	1342	0	0	912	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	1805	0	0	0
Q Serve Time (g_s), s	0.0	28.7	0.0	0.0	48.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	28.7	0.0	0.0	48.5	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2153	0	0	730	0	0	0
V/C Ratio (X)	0.00	0.62	0.00	0.00	1.25	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	2153	0	0	730	0	0	0
Upstream Filter (I)	0.00	0.88	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.6	0.0	0.0	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	124.1	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.8	0.0	0.0	159.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.3	0.0	0.0	20.8	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	25.1	0.0	0.0	0.0

# HCM 6th Signalized Intersection Capacity Analysis

## 9: Market St & Rivera St

Agua Mansa Industrial  
Cumulative (2022) WP MIT - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	11.7	0.0	0.0	45.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.89	0.00	0.00	3.85	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	45.7	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

### Right Lane Group Data

Assigned Mvmt	0	12	18	14	16	0	0	0
Lane Assignment		R	R	R	T+R			
Lanes in Grp	0	1	1	1	1	0	0	0
Grp Vol (v), veh/h	0	282	62	97	961	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1610	1610	1610	1900	0	0	0
Q Serve Time (g_s), s	0.0	7.6	4.3	7.1	48.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.6	4.3	7.1	48.5	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	1610.2	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	12.7	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1130	170	129	768	0	0	0
V/C Ratio (X)	0.00	0.25	0.37	0.75	1.25	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1130	248	248	768	0	0	0
Upstream Filter (I)	0.00	0.88	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.5	49.9	54.0	35.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	1.3	8.6	123.6	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.9	51.2	62.6	159.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.6	1.7	2.9	21.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	0.3	26.4	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	3.8	1.8	3.2	48.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.29	0.36	0.28	4.05	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	48.2	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0

### Intersection Summary




















HCM 6th Ctrl Delay	87.3
HCM 6th LOS	F

### Notes

User approved volume balancing among the lanes for turning movement.

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	77	0	994	575	522	0	0	1873	231
Future Volume (veh/h)	0	0	0	77	0	994	575	522	0	0	1873	231
Number				3	8	18	5	2	12	1	6	16
Initial Q, 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		
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1900	1900	1900	1900	1900	0	0	1900	1900
Adj Flow Rate, veh/h				79	0	0	587	533	0	0	1911	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
Opposing Right Turn Influence				Yes			Yes			No		
Cap, veh/h				106	0		622	2999	0	0	1568	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.06	0.00	0.00	0.34	0.83	0.00	0.00	0.43	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				53.8	0.0	0.0	45.9	1.7	0.0	0.0	125.8	0.0
Ln Grp LOS				D	A		D	A	A	A	F	
Approach Vol, veh/h					79			1120			1911	
Approach Delay, s/veh					53.8			24.9			125.8	
Approach LOS					D			C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs			2	8		5	6					
Case No			4.0	11.0		2.0	7.0					
Phs Duration (G+Y+Rc), s			84.4	10.6		37.6	46.8					
Change Period (Y+Rc), s			5.5	5.0		5.0	5.5					
Max Green (Gmax), s			61.5	23.0		35.0	21.5					
Max Allow Headway (MAH), s			5.2	5.3		3.8	5.2					
Max Q Clear (g_c+I1), s			4.8	6.1		31.9	43.3					
Green Ext Time (g_e), s			4.1	0.3		0.7	0.0					
Prob of Phs Call (p_c)			1.00	0.88		1.00	1.00					
Prob of Max Out (p_x)			0.00	0.00		1.00	0.00					
Left-Turn Movement Data												
Assigned Mvmt				3		5	1					
Mvmt Sat Flow, veh/h				1810		1810	0					
Through Movement Data												
Assigned Mvmt			2	8			6					
Mvmt Sat Flow, veh/h			3705	0			3705					
Right-Turn Movement Data												
Assigned Mvmt			12	18			16					
Mvmt Sat Flow, veh/h			0	1610			1610					
Left Lane Group Data												
Assigned Mvmt	0	0	3	0	5	1	0	0				
Lane Assignment			L+T		L (Prot)							

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - PM Peak Hour

Lanes in Grp	0	0	1	0	1	0	0	0
Grp Vol (v), veh/h	0	0	79	0	587	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1810	0	1810	0	0	0
Q Serve Time (g_s), s	0.0	0.0	4.1	0.0	29.9	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	4.1	0.0	29.9	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	41.3	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	106	0	622	0	0	0
V/C Ratio (X)	0.00	0.00	0.74	0.00	0.94	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	438	0	667	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.64	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	44.0	0.0	30.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	9.8	0.0	15.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	53.8	0.0	45.9	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.8	0.0	12.5	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	2.7	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	2.1	0.0	15.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.09	0.00	2.54	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	8	0	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	533	0	0	0	1911	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	2.8	0.0	0.0	0.0	41.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.8	0.0	0.0	0.0	41.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	2999	0	0	0	1568	0	0
V/C Ratio (X)	0.00	0.18	0.00	0.00	0.00	1.22	0.00	0.00
Avail Cap (c_a), veh/h	0	2999	0	0	0	1568	0	0
Upstream Filter (I)	0.00	0.64	0.00	0.00	0.00	0.11	0.00	0.00
Uniform Delay (d1), s/veh	0.0	1.6	0.0	0.0	0.0	26.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	99.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	1.7	0.0	0.0	0.0	125.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	0.0	0.0	16.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	21.6	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 10: Market St & SR-60 WB On-Ramp/SR-60 WB Off-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.0	0.0	0.0	38.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	2.91	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	85.6	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	18	0	0	16	0	0
Lane Assignment			R			R		
Lanes in Grp	0	0	1	0	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1610	0	0	1610	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	95	0	0	700	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	390	0	0	700	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary



















HCM 6th Ctrl Delay	87.6
HCM 6th LOS	F

Notes

Unsignalized Delay for [WBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	0	1012	0	0	0	0	961	70	1114	835	0
Future Volume (veh/h)	136	0	1012	0	0	0	0	961	70	1114	835	0
Number	7	4	14				5	2	12	1	6	16
Initial Q, 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	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900				0	1900	1900	1900	1900	0
Adj Flow Rate, veh/h	139	0	1033				0	981	0	1137	852	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
Opposing Right Turn Influence	Yes						No			Yes		
Cap, veh/h	238	0	388				0	1501		514	2717	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.67	1.67	1.00
Prop Arrive On Green	0.14	0.00	0.14				0.00	0.42	0.00	0.47	1.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	42.2	0.0	797.1				0.0	24.5	0.0	570.4	0.0	0.0
Ln Grp LOS	D	A	F				A	C		F	A	A
Approach Vol, veh/h		1172						981			1989	
Approach Delay, s/veh		707.5						24.5			326.1	
Approach LOS		F						C			F	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2		4		6					
Case No		2.0	8.0		11.0		4.0					
Phs Duration (G+Y+Rc), s		32.0	45.0		18.0		77.0					
Change Period (Y+Rc), s		5.0	5.5		5.0		5.5					
Max Green (Gmax), s		27.0	39.5		13.0		71.5					
Max Allow Headway (MAH), s		3.8	5.2		4.2		5.2					
Max Q Clear (g_c+I1), s		29.0	22.7		15.0		2.0					
Green Ext Time (g_e), s		0.0	6.6		0.0		7.6					
Prob of Phs Call (p_c)		1.00	1.00		1.00		1.00					
Prob of Max Out (p_x)		1.00	0.00		1.00		0.00					
Left-Turn Movement Data												
Assigned Mvmt		1	5		7							
Mvmt Sat Flow, veh/h		1810	0		1810							
Through Movement Data												
Assigned Mvmt			2		4		6					
Mvmt Sat Flow, veh/h			3800		0		3705					
Right-Turn Movement Data												
Assigned Mvmt			12		14		16					
Mvmt Sat Flow, veh/h			0		2834		0					
Left Lane Group Data												
Assigned Mvmt		1	5	0	7	0	0	0	0			
Lane Assignment		L (Prot)			L+T							



HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - PM Peak Hour

Lanes in Grp	1	0	0	1	0	0	0	0
Grp Vol (v), veh/h	1137	0	0	139	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1810	0	0	1810	0	0	0	0
Q Serve Time (g_s), s	27.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	27.0	0.0	0.0	6.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	39.5	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	514	0	0	238	0	0	0	0
V/C Ratio (X)	2.21	0.00	0.00	0.58	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	514	0	0	238	0	0	0	0
Upstream Filter (I)	0.09	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	25.0	0.0	0.0	38.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	545.4	0.0	0.0	3.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	570.4	0.0	0.0	42.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	8.8	0.0	0.0	3.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	77.9	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	86.8	0.0	0.0	3.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	17.35	0.00	0.00	0.17	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	155.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	981	0	0	0	852	0	0
Grp Sat Flow (s), veh/h/ln	0	1805	0	0	0	1805	0	0
Q Serve Time (g_s), s	0.0	20.7	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	20.7	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1501	0	0	0	2717	0	0
V/C Ratio (X)	0.00	0.65	0.00	0.00	0.00	0.31	0.00	0.00
Avail Cap (c_a), veh/h	0	1501	0	0	0	2717	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.09	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.3	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.2	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.5	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.4	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 11: Market St & SR-60 EB Off-Ramp/SR-60 EB On-Ramp

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	8.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment	R							
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	1033	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1417	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	388	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	2.66	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	388	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	41.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	756.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	797.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	40.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	45.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	3.27	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	161.3	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0

Intersection Summary























HCM 6th Ctrl Delay	362.6
HCM 6th LOS	F

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Capacity Analysis  
12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
Cumulative (2022) WP MIT - PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	338	533	263	84	215	101	195	928	91	136	1126	207
Future Volume (veh/h)	338	533	263	84	215	101	195	928	91	136	1126	207
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	352	555	274	88	224	105	203	967	95	142	1173	216
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
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	330	578	490	135	476	215	207	1183	116	157	1186	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
Prop Arrive On Green	0.18	0.30	0.30	0.07	0.20	0.20	0.11	0.36	0.35	0.09	0.33	0.33
Unsig. Movement Delay												
Ln Grp Delay, s/veh	105.4	58.3	27.7	48.7	32.9	33.2	96.4	37.3	37.2	86.1	53.6	25.8
Ln Grp LOS	F	E	C	D	C	C	F	D	D	F	D	C
Approach Vol, veh/h		1181			417			1265			1531	
Approach Delay, s/veh		65.2			36.3			46.8			52.7	
Approach LOS		E			D			D			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		1	2	3	4	5	6	7	8			
Case No		2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		11.8	36.1	10.7	31.4	14.3	33.6	20.4	21.7			
Change Period (Y+Rc), s		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5			
Max Green (Gmax), s		7.3	30.8	7.0	26.9	9.8	28.3	15.9	18.0			
Max Allow Headway (MAH), s		3.8	5.3	3.8	4.9	3.8	5.1	3.8	5.3			
Max Q Clear (g_c+I1), s		9.0	25.8	6.3	27.8	12.1	31.1	18.4	9.7			
Green Ext Time (g_e), s		0.0	2.9	0.0	0.0	0.0	0.0	0.0	1.2			
Prob of Phs Call (p_c)		0.97	1.00	0.89	1.00	0.99	1.00	1.00	1.00			
Prob of Max Out (p_x)		1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.35			
Left-Turn Movement Data												
Assigned Mvmt		1		3		5		7				
Mvmt Sat Flow, veh/h		1810		1810		1810		1810				
Through Movement Data												
Assigned Mvmt			2		4		6		8			
Mvmt Sat Flow, veh/h			3320		1900		3610		2415			
Right-Turn Movement Data												
Assigned Mvmt			12		14		16		18			
Mvmt Sat Flow, veh/h			326		1610		1610		1093			
Left Lane Group Data												
Assigned Mvmt		1	0	3	0	5	0	7	0			
Lane Assignment		L (Prot)		L (Prot)		L (Prot)		L (Prot)				

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - PM Peak Hour

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	142	0	88	0	203	0	352	0
Grp Sat Flow (s), veh/h/ln	1810	0	1810	0	1810	0	1810	0
Q Serve Time (g_s), s	7.0	0.0	4.3	0.0	10.1	0.0	16.4	0.0
Cycle Q Clear Time (g_c), s	7.0	0.0	4.3	0.0	10.1	0.0	16.4	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	157	0	135	0	207	0	330	0
V/C Ratio (X)	0.91	0.00	0.65	0.00	0.98	0.00	1.07	0.00
Avail Cap (c_a), veh/h	157	0	151	0	207	0	330	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	40.7	0.0	40.5	0.0	39.7	0.0	36.8	0.0
Incr Delay (d2), s/veh	45.3	0.0	8.2	0.0	56.7	0.0	68.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	86.1	0.0	48.7	0.0	96.4	0.0	105.4	0.0
1st-Term Q (Q1), veh/ln	3.1	0.0	1.9	0.0	4.4	0.0	7.1	0.0
2nd-Term Q (Q2), veh/ln	2.0	0.0	0.3	0.0	3.3	0.0	6.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.0	0.0	2.2	0.0	7.7	0.0	13.4	0.0
%ile Storage Ratio (RQ%)	0.49	0.00	0.12	0.00	0.77	0.00	2.57	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	5.6	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0
<b>Middle Lane Group Data</b>								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	1	0	2	0	1
Grp Vol (v), veh/h	0	526	0	555	0	1173	0	165
Grp Sat Flow (s), veh/h/ln	0	1805	0	1900	0	1805	0	1805
Q Serve Time (g_s), s	0.0	23.8	0.0	25.8	0.0	29.1	0.0	7.3
Cycle Q Clear Time (g_c), s	0.0	23.8	0.0	25.8	0.0	29.1	0.0	7.3
Lane Grp Cap (c), veh/h	0	643	0	578	0	1186	0	355
V/C Ratio (X)	0.00	0.82	0.00	0.96	0.00	0.99	0.00	0.47
Avail Cap (c_a), veh/h	0	643	0	578	0	1186	0	371
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.3	0.0	30.8	0.0	30.0	0.0	31.9
Incr Delay (d2), s/veh	0.0	11.0	0.0	27.5	0.0	23.6	0.0	0.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.3	0.0	58.3	0.0	53.6	0.0	32.9
1st-Term Q (Q1), veh/ln	0.0	9.8	0.0	11.4	0.0	12.1	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	2.0	0.0	4.4	0.0	3.9	0.0	0.1

HCM 6th Signalized Intersection Capacity Analysis  
 12: Riverside Ave & Agua Mansa Rd

Agua Mansa Industrial  
 Cumulative (2022) WP MIT - PM Peak Hour

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.8	0.0	15.8	0.0	16.0	0.0	3.2
%ile Storage Ratio (RQ%)	0.00	0.45	0.00	0.72	0.00	0.96	0.00	0.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	536	0	274	0	216	0	164
Grp Sat Flow (s), veh/h/ln	0	1841	0	1610	0	1610	0	1703
Q Serve Time (g_s), s	0.0	23.8	0.0	12.8	0.0	9.4	0.0	7.7
Cycle Q Clear Time (g_c), s	0.0	23.8	0.0	12.8	0.0	9.4	0.0	7.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.18	0.00	1.00	0.00	1.00	0.00	0.64
Lane Grp Cap (c), veh/h	0	656	0	490	0	529	0	335
V/C Ratio (X)	0.00	0.82	0.00	0.56	0.00	0.41	0.00	0.49
Avail Cap (c_a), veh/h	0	656	0	490	0	529	0	350
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	26.4	0.0	26.2	0.0	23.4	0.0	32.1
Incr Delay (d2), s/veh	0.0	10.8	0.0	1.4	0.0	2.3	0.0	1.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.2	0.0	27.7	0.0	25.8	0.0	33.2
1st-Term Q (Q1), veh/ln	0.0	10.0	0.0	4.8	0.0	3.5	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	2.0	0.0	0.2	0.0	0.3	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	12.0	0.0	5.0	0.0	3.8	0.0	3.2
%ile Storage Ratio (RQ%)	0.00	0.46	0.00	0.23	0.00	0.48	0.00	0.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary

HCM 6th Ctrl Delay	52.8
HCM 6th LOS	D